Grand Prix international

HOLLAND

M 1484-24 - 12 F

Nº 24 - SEPTEMBER 8, 1980 - GREAT BRITAIN 85 p - CANADA $ 2.95

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Poster : Front, a difficult week-end for the Ligier-Gitanes team. Rear, Gilles Villeneuve, centre of attraction during the opening stages.

Grand·Prix international

N° 25 (ITALY) WILL BE ON SALE ON SEPTEMBER 23.

210.500 copies of this issue have been published.

RACER'S DILEMMA

Some people thought that the World Championship had been decided following the Austrian Grand Prix. But the next race in Holland completely modified the World Championship table. The title is no longer so cut and dried. Two men could win it. Strangely, fate combined to endow Jones with failure, while success went to his main rivals in the series : Piquet in the main, and Arnoux, Laffite and Reutemann to a lesser extent. The title is up for grabs. It could go either way.

The Australian was perfectly honest and realised that he was to blame for his failure. His reasonable points margin over Piquet went up in smoke when he went off onto the grass and a skirt came adrift. There's some irony in that. He's always been in favour of skirts. Without them, his mistake would only have cost him a second. But he was driving a wing-car, and it could have cost him a valuable win.

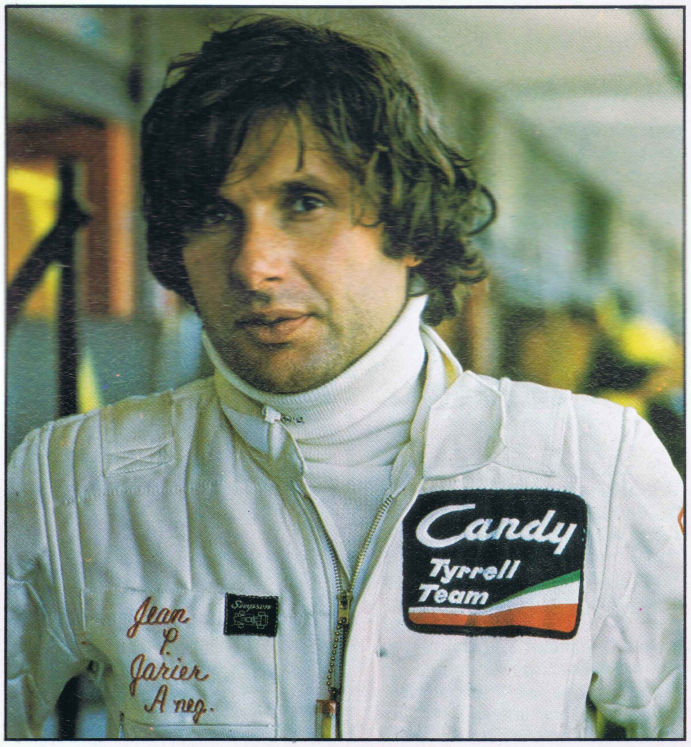
It's typical of Jones that he was driving so hard. He's not a points accumulator. He wants to win from the front, even though tactics and history might dictate another course. Spectators everywhere can be glad that he prefers to race, just as he demonstrated in Holland.

The Formula One magazine Published 10 days after each Grand Prix.

GRAND PRIX PUBLICATIONS Ltd., Group Print House, 24/32 Pottery Lane, London W 11. Tel. : 01-727 2734, 01-221 1721/5454. TELEX : 21882 BUSBRO. PUBLISHING DIRECTOR : Michel A. Konig. MANAGING DIRECTOR : Graham J. Rogers. INTERNATIONAL CO-ORDINATION : Doreen Rogers. ADVERTISEMENT : Stewart St Clair-Pearce. EDITORIAL : CHIEF EDITOR : Eric Bhat. ASSISTANT EDITOR : Bob Constanduros. CONTRIBUTOR : Mike Doodson. ARTISTIC DIRECTOR : Marc Tournaire. EDITORIAL SECRETARY : Regis Lacroix. LAY-OUT : Michel Marquet. ILLUSTRATIONS : Serge Thomassian, Nicolas Géron, Antonios Stephanakos. PHOTOGRAPHERS : Bernard Asset/A+P, David Winter/A+P, Manou Zurini/SAM, DPPI, Canon Camera. Grand Prix International is published in six languages : English, French, German, Italian, Spanish, Dutch. INTERNATIONAL PUBLISHER : Michel Hommell. Distributed by Seymour Press Ltd., 334 Brixton Road, London SW9 7AG. Telex : 8812945 SEYPRESS LONDON. Printed in Belgium by Hoorens, supervised by Sprint France.

IN THE COCKPIT

Candy



Ken Tyrrell and I were talking the other day and we got onto the subject of Formula One, just for a change. We realised that no one, until now, had thought of drawing up a list of principles and specifications for Formula One, it's aim and even its usefulness. One day someone started with an engine in a chassis, a minimum of four wheels because it would fall over otherwise, and since then, we've just developed it without ever looking back.

Within the structure of a racing team, it isn't only the driver who is always trying to go quicker. The designer/engineer, like the driver, searches for the limit in his domain. With this progress over the years, it's perfectly logical that one day the situation will get right out of hand.

A driver goes off the road if he over-reaches himself, or surpasses his car's capabilities. Similarly, if an engineer lets his mind wander a little, he too can go off the rails. However, his departure from the norm isn't as frightening nor as bad. A driver who goes into a corner too quickly has time to appreciate the barrier he's going to hit as it looms ever larger.

It is this kind of fright which every driver experiences when he first starts racing, and it is that feeling which makes him try to avoid any repetition. It's not my task to question the integrity of an engineer or designer here, but it seems almost logical that he's not as concerned with a mechanical breakage or a basic design fault as a driver who suffers the consequences.

Having said, that let's not forget that Formula One is the peak of technology. As such, and as in everything that is developed to the limit, it carries a risk for everyone, driver or designer, and they must accept this risk as part of the job.

What is currently important to me is that we're approaching an important turning point in Formule One's development, and it's a turning point that is looming rapidly. So I thought about the principles of Formula One which I'd discussed with Ken, and drew up five principal points.

Formula One has to place more emphasis on driving skill.

Emerson Fittipaldi told me recently that he regrets the passing of the era of the Lotus 72 and the McLaren M 23, cars that you had to slide in order to go quickly. Those Formula One cars were just as powerful as today's cars, but their road-holding wasn't as good. At Silverstone, they were slower without the chicane than today's cars using the chicane. Each corner had to be negotiated, the car had to be driven round that corner in a perfect four wheel drift.

Nowadays, the same corner might be taken at over 30 mph faster, without any difficulty. It's enough to realise that the car can go that quickly through the corner, following very late braking — even providing that's still necessary at all — and then maximum power. You have to realise that today's wing-cars are very stable, and once the brave and courageous driver has decided to enter the corner at a certain speed, the car's aerodynamics carry it through that corner at that speed.

If I'm a little too quick into a corner, the rear en comes unstuck, immediately followed by the front end. The car then recovers once it's scrubbed off the two or three miles an hour excess speed.

So to limit grip by overall restriction of wing-cars and the reduction of tyre width seems to me essential. That will have the effect of lengthening the braking areas and will allow more overtaking. Because that's another area which is almost unbelievable. At Zandvoort, we're doing around 175 mph at the end of the straight. We brake at the 100 meter board to take Tarzan at around 50 mph.

We're on the brakes for one and a half seconds — maximum. That's the time it takes to slow the cars by 125 mph !

Another important element is the competitivity of Formula One. The ideal thing would be to find the fairest engine for everyone. I realise that this is an impractical ideal. It would exclude the turbo, and it's too late to do that. The mistake was allowing the turbo engine to be used in the first place. So instead, we have to look for a common denominator which make engines equal. That's why I believe that Keith Duckworth's fuel flow Formula is a good idea.

So reducing grip, competitivity and more equal engines are just three of my Formula One principles, and they lead to the last two :

Formula One has to be socially acceptable.

Formula One has to be safe.

« Socially acceptable » may not be quite the right expression but it gives the right impression of what I want to say. Can the public really accept a sport that uses up gallons of fuel at the rate of 7 mpg as it does currently ? I don't think so, and if we don't do something about, Formula One will suffer. I also find it unacceptable that such enormous sums of money are spent on the machines. It's imperative that the cars begin to look like cars again, not so complicated and way-out.

And finally to safety. Cockpits have to be little survival capsules, fulfilling practical regulations concerning size, strength and including deformable structures etc.

People will say that I'm trying to drive an impractical rule-book through Formula One. Perhaps I am, but there are certain things that have to be said about Formula One, and sometimes they have to be repeated over and over again before anyone listens.

The vital question is : to whom do we entrust the policing of this work ?

The designers are obviously the better qualified. But perhaps it would be better not to allow them to decide on their own. There are judges and referees in all sports, and in our's, it's FISA. So it's up to them to draw up a list of specifications and principles, as uncomplicated yet as precise as possible.

Tempus fuget.

MIRROR

AJ GETS CARRIED AWAY

For once, it was Alan Jones who turned out to be the impetuous charger, while it was Nelson Piquet who looked like a seasoned campaigner ! When Formula One drivers allow themselves to be shown up as human beings after all, it may not be good for their image (and after Zandvoort Alan Jones knows this better than anyone). But to see the roles reversed, as they were in Holland, defies logic in a way that can only be described as fascinating.

Jean-Marc Andrié

FORMULA I MAGAZINE • THE INTERNATIONAL FOR
Grand • Prix
international
Grand prix international doesn't have a 'births' column, but we'd like to announce our sixth international edition. Yes, we're expanding all the time. Grand Prix Internatioanl is already published in French, English, German, Italian and Spanish. Our latest addition/edition is in Dutch, as from this issue. Ten days after each Grand Prix, Dutch fans will be able to buy their own Grand Prix International. Other markets are being explored and we'll soon be crossing to other continents.
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A NEW GRAND PRIX

The Grand Prix of Melbourne is on. It will take place at the Calder circuit which is one mile in length, on November 16. Apparently the circuit offers very good spectating. Amongst the entries are a Williams for the 'local' star, Alan Jones, plus one Ligier and a Renault for unnamed drivers.

FISA COMMUNICATES

A number of Formula One matters were up in the air - and still are - at Zandvoort. The first concerns the possible cancellation of the US Grand Prix East at Watkins Glen. The second is the possible disappearance from the calendar of the South African Grand Prix - and Kyalami ranch - and the third (and most serious) is the infamous regulation concerning the banning of skirts.

FISA issued a press release discussing all three points.

East United States Grand Prix (Watkins Glen) : *« the inspection deadline fixed for 30th August has been put back to 5th September, the date they will know the final decision concerning the loan which the American Government is to grant them. »*

South African Grand Prix : *« the South African Automobile Club informed the FISA that negotiations were under way to buy (back) the Kyalami circuit so as to continue the Grand Prix in the future. Results....will be known on 25th September. »*

Should these negotiations fail, many people would be very sorry. The South Ufrican trip is one of the most popular during the season.

And finally to the 1981 World Championship : as far as FISA is concerned, the regulations are those which were adopted in Rio and confirmed in Athens, and they include the banning of skirts. Those who want to take part in the series must enter before December 1, according to the FISA press communique. In three months we'll know how many cars are entered for the official championship. So there it is, there's every possibility of a real split within the premier Formula of motor racing during the next few months.

MICHELIN TO DOUBLE THE ODDS

They won five races in their first year, seven and the World Championship in their second year, not a bad record until you come to the third year. It's been very poor, their lowest spot. So far the company has only won three races. But one of the directors was spotted in the pits at Zandvoort, and it's generally thought that his report on the current state of play will give the green light to Pierre Dupasquier to equip two more teams with tyres. The reason for this is to lessen the chance of another low spot. After all, Renault's valve spring trouble and the lack of a proper wing-car from Ferrari hasn't really been Michelin's fault. And another two teams would mean mors feedback for the company. Those teams favourite for Michelin tyres ? Talbot-Ligier and Lotus.

MORE SILLY SEASON SURPRISES

As the weeks pass, what once seemed a fairly clear driver situation becomes more and more complicated. At one time it seemed that there would be no changes in the Williams, Ligier and Renault teams for 1981. Prost would replace Scheckter at Ferrari, and there was a vacant seat at Brabham.

Don't kid yourself, it's not that simple. Two small facts have complicated the scene. Prost isn't going to Ferrari, and Formula one's future is sufficiently uncertain for many drivers not to commit themselves just yet.

But it's the vacancy at Ferrari that is really stirring up the rumours about all subsequent changes. Should Ferrari tempt a Renault driver to the team because of those drivers' experience with turbo and Michelin tyres, that would leave a place free for Prost at Renault. Even so, first he'd had to break his ties with Marlboro and McLaren - who should soon form one company, McLaren International, combining Ron Dennis's Project Four and that team's designer John Barnard.

And what chances that Ferrari should try and woo one of the Ligier drivers, which could even disturb the Renault team, for Guy Ligier has a high regard for Jabouille. Bernie Ecclestone is of the same opinion : *« but for Jabouille, Renault wouldn't have made so much progress, so quickly »*. Bernie, of course, needs someone to sort out his new Brabham-BMW turbo.

A vacant seat at Ligier would be of interest to Jean-Pierre Jarier, although he's another rumoured to have been in touch with Brabham, biddling for the seat alongside Piquet.

They say that Andretti has already signed for Alfa Romeo, rejecting offers from McLaren. That might benefit Watson who might be reprieved and either stay with McLaren, or move on to replace Jarier at Tyrrell.

But it's still very confused and there might not even be any major changes at all. But that would be very surprising.

CLAY'S STILL AN EXPERT

Clay Regazzoni is still in the paraplegic centre at Basle where he's recovering. But he's still very well-informed when it comes to racing, thanks to the press and various friends who visit him. Toulo de Graffenried's son Leo was with Clay after the first qualifying session at Zandvoort. *« I think Piquet will win from Giacomelli and Jacques Laffite, »* predicted Clay. That was a pretty fine prediction, because but for Giacomelli's spin, he might well have been right.

JAN LAMMERS'S DISAPPOINTMENT

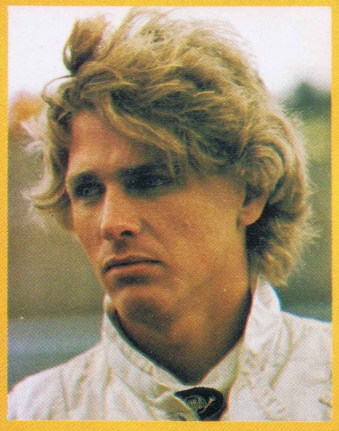
What could be worse for a driver than not to qualify in front of his home crowd ? That's the fate befell Jan Lammers at Zandvoort, a circuit on which he was virtually born, and which is situated less than two kilometers from his apartment. His disap-

pointment was compounded by the fact that his new Ensign teammate, Geoff Lees, managed to qualify. *« I don't know what I should do, »* said the little Dutchman on raceday. *« I drove as hard as I could, I drove as well as I could. I don't know if Lees's car was better than mine. I don't know if there are going to be two Ensigns in Italy, I don't know if it's even worth me driving at Imola to not qualify again. It's not doing me any good continuing like this. Perhaps I should quit for this season and concentrate on getting something good for next year. »*

PIQUET'S DOUBLE

It was a pretty good weekend for Nelson Piquet at Zandvoort. Not only did he win the Grand Prix but also the Procar race on Saturday afternoon. He had a fine battle with Marc Surer, the Swiss driver taking the lead off the Brazilian for the middle section of the race, before Nelson pinched the lead back again. He won from Surer, Laffite, Jones, Reutemann and Lammers. The final round of the series is at Imola.

Mike Thackwell : a record to beat



On Friday afternoon, 19-year-old Mike Thackwell tried to qualify for his first Grand Prix. His rise through Formulae Ford, Three and Two has been meteoric. If he'd qualified for the Dutch Grand Prix, he would have become the youngest driver ever to race in a Grand Prix, beating the late Ricardo Rodriguez's record by 54 days. But Thackwell will have another chance at that record. He's due to drive a Tyrrell at the Canadian Grand Prix.

Thackwell was almost press-ganged into the Arrows cockpit left vacant by the still-suffering Jochen Mass. It was the third Grand Prix car Thackwell had driven, having tested both Ensign and Tyrell. *« Ken asked me here to watch around the track and learn about the 010. After the first session, Jackie Oliver came up to me and asked if I'd drive the Arrows. I asked Ken and he said it would be good experience.*

« I'd never tested the car before. Everything was new to me, the car, Jochen's seat, the pedals, everything, And I was going out for the first time in the middle of a qualifying session. I was very polite, perhaps too busy watching the mirrors. It would have been silly to make a fool of myself.

« The second session was better, although we had a fuel mixture problem. I knew I had to have a go in the final session, but I never had the confidence to flick the car and slide it through the corners. I could either do that and perhaps sling it into the bank, or just learn about the car. I felt it better to learn.

« But I knew where I was losing time. I was really knackered. You wouldn't believe how tiring it was. The steering is heavier than the Tyrell's, partially because of the arrows' nose fins. My head was falling over in the fast corners and I just couldn't get it back. I've been weight training and running ever since I drove the Ensign in April, but you can't simulate the strain on neck, arms and feet in Formula One. There's no substitute for miles in the car. I felt I could go so much quicker, but my body was letting me down ».

Rodriguez started his Ferrari from the front row of the 32 car grid at Monza in 1961. Thackwell was one of four non-qualifiers from the 28 car field at Zandvoort. Formula One is certain more competitive, demanding and selective these days, but Thackwell will have another chance to beat the record. *« I was annoyed not to qualify but it was good fun....no, it wasn't good fun, it was bloody scary. »*

B.C.

BRABHAM : THE SPRINT TO THE FINISH

Are we going to have a surprise winner this year ? Nelson Piquet was but an outsider at the start of the season. Few people considered him a favourite for the World Championship. But his determination, maturity and diligence have pushed him to the top.

Not since Long Beach in March has the Parmalat Brabham of Nelson Piquet looked as competitive as it was to be in Holland. A brilliant race, highlighted by some brave but skilful overtaking, brought the Brazilian through to win a fascinating Dutch Grand Prix. With Alan Jones out of the points, and only three (possibly two) events remaining on the championship calendar, Bernie Ecclestone's driver, supported by a fine team under South African-born Gordon Murray, is ready to take up the final battle in which a mere two points separate the contestants.

by Mike DOODSON

RACING WIT

Gondon Murray and Nelson Piquet : co-operation and encouragement, based on their mutual respect.

HALF an hour after the official victory celebrations at Zandvoort, the race winner was climbing out of his racing overalls in the Brabham truck. Not for him the ecclesiastical air-conditioned silence of the Parmalat motorhome as he struggled into his jeans : he prefered to share this delicious moment with his mechanics. A bottle of bubbly was making the rounds, but no one was resting, for there was a ferry to catch that night. In the rush, even Nelson Piquet's toes were being trodden on by his faithful crew.

With his prominent teeth and dark tousled hair, mischief was written all over Piquet's face. There is something alien but alluring in those big eyes of his, a touch of Indian that he owes to the grandparent who was a full-blooded native Brazilian, and he was talking mischievously. *« Did you see me on the podium ? I'm sure Bernie was happy about it... I gave Balestre a little shower of champagne, you know ? »*

In another corner of the paddock, relishing his success more soberly, the designer of Piquet's car was waiting quietly in the scrutineering bay for the formality of the post race weigh-in to be completed. Tall and slim, with his raffishly stubbled chin in his hand, Gordon Murray was acknowledging the silent winks and pats on the arm of the other designers and team officials as they congratulated him in their discreet but genuine fashion.

« I was dreading coming to Holland, » he said at length, *« in fact I wasn't interested in coming here at all. Historically, our team has a bad record here, we have never gone well at Zandvoort. So winning here was a bonus, at last we broke our jinx. »*

It's fascinating but not unusual to hear a hard-bitten engineer explaining success in terms of mere luck. But victory for the Brabham team at Zandvoort was far more than good fortune, it was the result of hard work, much of it packed into a hectic week immediately after the Austrian Grand Prix, as Murray explained.

« We came here to test tyres a month ago. I wasn't present, but from the reports which the team brought back it seems that the car was not only uncompetitive but also undriveable. It just wasn't handling at all. »

It was at that same time that Goodyear had introduced the new 15 inch diameter tyres which were beginning to show good test results elsewhere. For the Brabham designer, however, the new type introduced yet another element to add to what was rapidly becoming a confused situation.

« Three weeks ago, in Germany, we took the big step of running the 15 inch tyres. There is no doubt that the 15 inch is a better tyre, and for Hockenheim we made some small changes to the suspension geometry of our car to suit them. The BT49 went well there on the '15s' during testing, but we made a bad mistake : we never went back to the '13s' to make a comparison. Since then, we have returned to the smaller tyres, because it's obvious that our car likes them better. »

It was not until the Austrian Grand Prix that the superiority of the smaller tyres on the Brabham chassis became apparent. With only two weeks to go before the Dutch Grand Prix however, there was still the problem of sorting out the handling of the BT49 in time to go to Zandvoort with a car that had a chance of scoring points, let alone of winning the race.

By the time he was on board Bernie Ecclestone's chartered plane on the way back from Zeltweg, Murray was clear in his mind about the changes which would have to be made to the BT49. Suspension alterations to change the weight distribution were the most important priority, but he also wanted to make some revisions to the aerodynamic sidepods, which would require some work in the glassfibre shop.

« The front suspension was designed on the Monday morning... and by the beginning of the following week it was on the car and running in tests at Silverstone. All the front suspension is new, including the linkage and springs, even the steering rack. »

He is justifiably proud of the Brabham team's ability to respond so quickly when there's major work to be done. Back home in England, in the clinically clean factory at Chessington where the Brabham cars are built, there is an experienced staff whose work goes unacknowledged far too often. *« Our team in particular has always been able to make bits, produce things in a hurry, and rally round. The people back at the factory are among the best in the business. A lot of them are older, you know. And they made an incredible effort : the work was done in less than a week. »*

The Silverstone tests were extremely encouraging : using hard tyres, Piquet achieved an amazing 1m 10.6s, half a second faster than Alan Jones's pole position lap from the 1979 British Grand Prix, when he was on qualifying rubber.

According to Piquet, the revised specification of the BT49 transformed it at Zandvoort. *« It's much easier to drive now, »* he said.

Yet despite this dramatic turnaroud in the handling of the car, Murray, Piquet and their team were by no means out of trouble. For one thing, they blew two engines in practice (Piquet one, the other in Rebaque's car), something which has happened only once before this year with the BT49.

Nelson the Brazilian, Hector the Mexican : the South American duo.

Murray felt confident enough at the end of official practice, however, to send Piquet out in the T-car, which had been hurriedly fitted with the California-made Weismann gearbox which is being race-tested on Rebaque's car but has yet to show a consistently high standard of reliability. *« The most important advantage of the Weismann, »* Murray explains, *« is that it's tall and thin, a true wing car gearbox, with much better aerodynamics (than the Hewland). It has other advantages, too. The driveshafts are higher, and mechanically it's extremely efficient. Ratio changes are much faster : in Austria, for example, we were able to change two top ratios (through the side hatch) in only six minutes, and we can improve on that. I don't want to give away any secrets, but I think we can save one second per lap on most circuits when we have got it reliable enough for Nelson to use. »*

For the Dutch Grand Prix, though — and probably for the remainder of the year — Nelson will continue to rely on the Hewland transmission. It certainly seems fast enough, for according to Ligier team manager Gerard Ducarouge on race morning it was going to be difficult to beat Piquet. *« Here, I think the Brabham is the quickest chassis, »* he said. *« Piquet was not as quick in practice as the Williams drivers, but he has been even more consistent, and the car makes progress much more rapidly. »*

In the Brabham pit, meanwhile, for the second Grand Prix in succession, there was a minor panic during the Sunday morning warm-up as Nelson was strapped into the T-car. *« The mechanical fuel pump has broken in the race car »,* said Murray. But neither he nor his driver looked particularly worried. The track was damp and they would have been quite happy if the race had been wet *(« with our 13 inch wheels we have a wider choice of tyres than the teams which are using the 15s »).*

Any such hopes were, however, dashed by a warm Dutch sun, appearing through the clouds like one of the big Gouda cheeses which Arnoux had won for taking pole question. *« Nelson was happy with the T-car in the warm-up, »* pronounced Murray as he instructed the mechanics. *« Put the tyres he was using on to the race car and make sure that the settings are transferred to it, too. »*

Methodically, they set to work. All Murray's chassis have earned a reputation as being easy for mechanics to prepare. Little details bear witness to the thought that has been given to this important aspect of design : the eccentric uni-balljoints, for example, in the front suspension which permit wheel caster to be altered instantly. Even the driver is considered, as the ingenious skirt-height indicator in the cockpit shows.

By race time, all is ready. By now anxious to get on with the job of racing, and conscious that he has a potentially race-winning car, Nelson discusses the race with Murray. *« He is inscredibly motivated, »* says the designer, *« and for someone with so little experience he makes very few mistakes. It's easy to forget that this is only his second full season in Formula One. »*

But Nelson does make a slight error at the start, drops back into sixth place, and starts a come-back. It's the sort of drive for which he is becoming famous, and six laps later he's shown a clean pair of heels to the likes of Reutemann and Villeneuve. Almost immediately he's lying third and chasing the powerful turbo Renault of Arnoux.

As he was to explain later, the Renault was difficult to overtake. *« I was much quicker than him in the corners, but he was faster than me on the straight. And you have only one place to overtake — at the end of the straight. But I managed to overtake him on the little straight before the chicane, under braking... he still had a lot of fuel, I think. »*

If Piquet's exquisitely-calculated move against the Renault was exciting, the way in which he managed to pull away from the turbo car was nothing short of brilliant. *« After I overtook him I went very, very slow. On the corner before the straight I nearly stopped, or it felt like it. Then, poof ! I accelerated away... 'cos I knew that it is very difficult to make the turbo accelerate again after it has lost speed. »* It was a dodge of which Alan Jones, now within Piquet's grasp in the championship, would himself have been proud.

It was Jones of whom Murray was thinking afterwards in the scrutineering bay. *« Until today »,* he reflected, *« Williams could afford to retire in a race, and we couldn't, so now we're in the same boat. As teams, I believe we both passed Ligier in Germany, and stayed the same in Austria. Here, hopefully, with the revised car, we have managed to make another step forward.*

« I think that both Imola and Montreal are going to be well suited to our cars. We won at Imola last year and were running third in Canada, first time out with the BT49, when we retired. The important thing now, for both teams, is to be reliable.

« The cars are now much more evenly matched, and so are our drivers. Although Alan (Jones) has years more experience, Nelson drives above his experience. It's going to be exciting, make no mistake... and it's going to be a bloody hard battle ! » □

RENE ARNOUX

Rene Arnoux's championship hopes have suffered this summer. A broken valve spring in Germany and a tyre failure in Austria should have spelt the end of his championship bid. His second place in Holland was scarcely enough to change the situation. So Rene may not become World Champion this year, but at least he can feel some satisfaction that he has been in contention. Furthermore, his season as a whole has established him as one of the premier drivers in the world. He simply denies any change.

by Mario LUINI

AFTER THE FIRST HALF OF THE SEASON, AND TAKING INTO ACCOUNT THE CIRCUITS STILL TO COME, YOU COULD HAVE BEEN REGARDED AS A FAVOURITE FOR THE WORLD CHAMPIONSHIP. BUT THAT'S NOT THE CASE TODAY. HOW DO YOU EVALUATED YOUR CHANCES NOW ?

First of all, I don't think all is lost yet. There's still a chance. It may be a slim chance, but it's still possible. It depends as much on my results as those of my rivals. All the same, I can't rely on the retirements of others to win me the World Championship because I too can retire. Furthermore, that's not the way to win the series.

But now it's still possible to be World Champion, and equally, I could be second or third in the series, and those positions are certainly still up for grabs.

IS IT IMPORTANT FOR YOU TO BE SECOND OR THIRD IN THE SERIES, PROVIDING YOU'RE NOT WORLD CHAMPION ?

Of course, because that means I have to win one or two races between now arid the end of the season, and overall, it would be a good season if I did win those races. So naturally it's important for me.

BUT CONSIDERING WHAT YOU'VE ALREADY DONE THIS SEASON, IS THAT REALLY GOING TO CHANGE THINGS THAT MUCH ? IN OTHER WORDS, DON'T YOU FEEL THAT YOU'VE PROVED YOURSELF AND THAT YOU'D LIKE TO EASE OFF A LITTLE ?

Certainly not. It wouldn't change a thing in terms of my career. But I still want to win. It would be very pleasing to add another win to my record so far. Furthermore, when you feel that you can win, it's stronger than you can imagine. You have to do everything to

Pierre was number one. But that didn't worry me because I realised that it was merely to establish an official seniority. In a team like the Renault-Elf team, each driver has the same equipment. I've never noticed the slightest difference between my car and Jean-Pierre's throughout the entire season. That's fantastic, but I know it's not the case in a lot of other teams.

DID YOU, PERSONALLY, FEEL THAT YOU WERE CAPABLE OF GOING FOR SUCH AN AMBITIOUS GOAL AS THE WORLD CHAMPIONSHIP ?

Yes, absolutely. At the end of last season, I realised that it was possible. Furthermore. I realised that our technical problems weren't fundamental. I realised that it wouldn't take much time to sort them out, and that was important. So I knew that the cars were going to be competitive, and that I could win Grands Prix. And from that moment on it was hard not to dream of the World Championship title. Consequently, it wasn't a surprise to find myself in the lead of the series, even though I realised that I'd twice benefited from Jean-Pierre's misfortunes.

WHAT DIFFERENCE DID IT MAKE TO YOU TO FIND YOURSELF IN THE LEAD OF THE WORLD CHAMPIONSHIP ? HOW DID IT AFFECT YOU ?

First of all, I couldn't get over what it was like to win in Formula One. When I came back from Brazil, and later South Africa, the world descended on me, interviews, television etc. It certainly altered my way of life, because it became very difficult. You don't have any time to yourself, no peace and quiet. But basically it was a good thing in itself, because provided it continued, it meant that I was still getting good results. I quickly realised that it couldn't be any other way.

DON'T YOU THINK THAT IN THE LONG RUN, THAT CONTRIBUTES TO THE WEARING OUT PROCESS WHICH IS BECOMING ALL TOO EVIDENT AMONGST THE STARS OF FORMULA ONE ?

Certainly. My major criticism of journalists is that they scarcely let me out of the car to talk to team members about things that are still fresh in my head. If only they'd hold off for a few moments, I'd still be there in ten minutes. I realise that they want to gather their information as quickly as possible, but they seem to forget that we're working too.

DO YOU FEEL THAT THE RESPONSIBILITY OF LEADING THE WORLD CHAMPIONSHIP IS TOO GREAT, ESPECIALLY CONSIDERING YOU REPRESENT A BIG CAR MANUFACTURER LIKE RENAULT ?

No, not at all. I think it depends on the atmosphere within the team, but it doesn't present a personal problem. I race each Grand Prix as it comes without looking to the future or the Championship which I'm certain has been a help to me. I race to win, and for myself. I think of the team when I cross the line, because it is their hard work which has got me there. When I'm fighting on the track, that's for me. But if things go well for me, they go well for the team. That's my way of rewarding them.

succeed. It's a must. On the other hand, when you feel that you can't win, there's no point in trying to believe that you can. In every case, you have to try and win as many points as possible. If everything is going well, you start with a win in mind. If you realise that you can't win on a particular day, then you try hard to finish second or third. That's the way to win the World Championship. You just have to see those who have succeeded. If you analyse their careers, you'll see that each one of them has managed to achieve a certain consistency.

THE RENAULT TEAM HAVE TRIED TO MAKE YOUR TASK EASIER BY GIVING JEAN-PIERRE JABOUILLE THE TASK OF HELPING YOU TO GET POINTS. ARE THE TEAM AND JABOUILLE GOING TO CONTINUE THIS TO THE END OF THE SEASON ?

I don't know. You'll have to ask Gerard Larrousse. If we're running in the same order as we did at Zeltweg when we're racing at Imola, with me in front and Jean-Pierre behind, it would seem the best way of finishing well in the series. But if the positions should be reversed, can one really deprive Jabouille of a win merely to improve the team's chances in a series that's already virtually lost ?

FROM BEING ONE OF THE FAVOURITES, YOU'VE DROPPED TO AN OUTSIDER. HOW DO YOU ANALYSE THE REASONS FOR THIS, AND HOW COULD YOUR SEASON HAVE BEEN BETTER ?

It seems crazy to say this, but perhaps we went too well at the start of the season. Our rivals reacted quickly and efficiently. On the tyre front, Goodyear took a giant step forward which put us in a difficult situation. Michelin had to react to that move, but it can't be done in a day. From Monaco onwards, we had a lot of trouble with grip, until Brands Hatch which was really a low spot. But you can sum that up quite simply : it's Formula One. There's lot of pressure on the technical front. There's constant development, because everyone is working in their fields. Goodyear made a lot of progress, while we seemed to be on a horizontal plane, not making any progress.

The worst time, for me, was the French Grand Prix. I tried harder in that race than ever and only to finish fourth or fifth, I don't remember which. And yet we could have won so easily. It was the hardest race I've ever driven and it was particularly annoying. It's the penalty we have to pay in using the complicated turbocharger. There are races which you can win, and others where you're competitive, and finally those where you just try and pick up points providing everything goes well. So basically, we can't afford to miss out on races that look good for us, we have to win the races that we can win. Certainly, not winning the French, German and Austrian Grands Prix has been very costly.

A TYRE FAILURE AT OSTERREICHRING FORCED YOU TO STOP AND COST YOU A NECESSARY WIN. DID YOU THINK OF THAT STOP AS THE MOMENT YOU LOST THE WORLD CHAMPIONSHIP ?

No. When I first stopped, I didn't think about the championship at all. The car was going well, I was going well, and I simply told myself that it wasn't too serious, drive hard and you could catch up and win a few points. That's what happened. But when I had to stop again because a softer tyre had been fitted and that had gone off quickly, I realised that it was all over, I wasn't going to pick up any points.

LAST YEAR, IN YOUR FIRST SEASON WITH A COMPETITIVE FORMULA ONE TEAM, DID YOU EXPECT TO BE DISPUTING THE WORLD CHAMPIONSHIP AS SOON AS THIS YEAR ?

Well, slightly, yes. Certainly at the beginning of the season : it was quite clear who was where. I was number two driver, and Jean-

IN SPITE OF A LEAN TIME IN MID-SEASON WHICH HAS PROBABLY COST YOU THE WORLD CHAMPIONSHIP, THINGS HAVE GONE WELL FOR YOU. ISN'T IT FRUSTRATING FOR A DRIVER TO BE LET DOWN FOR ESSENTIALLY TECHNICAL REASONS ?

Obviously, but what really worried me after the French Grand Prix, even though I'd been battling it out on the track during the afternoon, was that we hadn't discovered the root of our problems. That's what was really frustrating because we didn't know where to start work.

We began swopping useless criticism, everyone trying to blame the other, the tyre people saying it was the car, the car people saying it was the tyres etc. But once we realised that we were on the right track, we began to make progress. At that moment, I realised we were going to win again soon.

LAST YEAR, YOU PAID TRIBUTE TO SOME OF JEAN-PIERRE JABOUILLE'S CAPABILITIES. WHAT'S YOUR RELATIONSHIP WITH HIM NOW ?

At the start of last season, I was a newcomer to the team, the tyres, and the turbo, all at once. Jean-Pierre's advice was very helpful, but I tried to work in my own direction. I've continued on that course, and these days we compare information in order to help one another.

I'm doing a lot of testing currently and I know the car very well. I think I help Jean-Pierre now as much as he helps me. But apart from that, nothing has changed. That was basically the way I worked when I first drove in Formula One in the Martini team, although I rarely had occasion to prove it.

IS IT TRUE THAT YOU WANT TO GO RALLYING ?

Yes, I'd like to try a rally. I recently tried a race version of the R5 Turbo and it seemed a fantastic car to take on a rally. But it's probabaly just a dream, because our testing programme is such that I can't see when I'd have the time to recce the route. It's certainly something that I'd like to do, but maybe in the future.

ISN'T THIS BASICALLY BECAUSE YOU STILL ENJOY DRIVING ? YOU ENJOY DRIVING IN FORMULA ONE, OR DO YOU WANT TO GO OFF AND DO SOMETHING ELSE ?

I still enjoy driving in Formula One. Rallying, with a car like that, would be superb. But going back to Formula One, I would say that even it were a little slower, it would still be as good. What I object to about current Formula One cars is that they're dangerous because of the wing-car principle. Taking that into account, it's wrong to say that the driver doesn't make any différence. You have to be brave to drive to the car's capabilities through some corners, or not to lift off slightly in more testing parts of a circuit. Even if the cars were a little slower, these differences would still be apparent.

What annoys me is that it's currently impossible to manufacture the monocoque of a wing-car which is both competitive and strong. The monocoques of the first Renault and my Martini three or four years ago certainly weren't indestructible, but you had to crash them pretty hard before you bent them. If you crash at 100 mph these days, the monocoque breaks in two.

HOW MUCH IS A DRIVER AFFECTED BY THE ARGUMENTS ABOUT SAFETY AND THE FISA-FOCA CONFLICT ?

Personally not at all. When I get into my car, I forget everything and give my all, without reflection. That's because it's my job, and I like it. That doesn't mean that I'm not conscious of the problems and how serious they are. But not all the drivers think the same way. I can't understand some of the drivers at GPDA meetings. I get really angry sometimes, because when we're talking about safety, we're talking about safety for us, the drivers, not for constructors nor organisers. If some drivers don't understand that fact, they've got a screw loose somewhere, no ? □

JOHN WATSON : A REPUTATION ON THE MEND

by Mike DOODSON

A tremendous accident — potentially the most dangerous of his career — followed by an encouraging ninth place on the starting grid for the Dutch Grand Prix with the « old » McLaren M29 : John Watson must have had distinctly mixed feelings going through his mind at Zandvoort. In a way, what was happening was a reflexion of his 1980 season. Despite his hopes and his Willingness to do well, the Belfast Irishman has not been having an easy time in recent months. Whether he's merely going through a bad patch, or possibly facing the end of his career, no one is more aware than John Watson himself that he must re-establish his reputation.

EVEN for a driver whose career has no been without incident, John Watson's accident during first pratice at Zandvoort was alarming. He has never been entirely happy with the braking of the M29 (the system had been changed on the brand-new M30 which was entrusted to his teammate Alain Prost), and the long, hard braking required by the 180 degree Tarzan corner — 185 mph to 80 mph in a distance of less than 100 yards — will find any weaknesses in brakes.

« The brakes seemed OK when I first pressed the pedal, » he later explained, *« but then something must have happened because I realised that I wasn't slowing fast enough. When I turned the steering in order to try and scrub off speed, the car dived towards the apex of the corner ».*

Observers were horrified as the McLaren slithered 200 yards out of control, at barely abated speed, into the stacked tyres which protect the barriers on the outside of the circuit (they were to be visited later in the weekend by another Irishman, Derek Daly). When the dust and sand had settled, and John had been removed for medical attention to a strained back, it was difficult not to believe that the chilly breeze off the nearby North Sea had blown into the McLaren team at gale force.

This season has been the third consecutive year of disappointment and frustration for the Marlboro-McLaren team. Abandoned by their champion driver James Hunt at the end of 1978, the 1979 season with Watson and Tambay brought no improvement, despite the expense of the heavily-researched M28 wing car. Team boss Teddy Mayer decided to drop all the team's American racing interests this year in order to concentrate on Formula One.

For John Watson, paradoxically, the accident was the start of a weekend which restored his own faith in himself and in the ability of McLaren Racing to respond to setbacks. Ninth place on the girl and 18 laps of the race in seventh place may sound like an achievement which is hardly outstanding, but for « Wattie » they were the best results of a miserable year. The proverbial ill wind had, indeed, blown someone a bit of good.

The M29 destroyed at Zandvoort had been a spare chassis « promoted » to race car status because of Watson's complaints in Germany and Austria that his normal car « porpoised » so violenty that it was all but undriveable. Back in the unloved original M29 when practice resumed on Friday afternoon, John found that its behaviour at Zandvoort was worse than ever. There wasn't even much comfort for him in the fact that the worst of the porpoising (a violent up-and-down movement generated by the aerodynamic forces under the car) was visible from the pits as the M29 rode the ripples in the track surface.

« It was impossible to drive, » said John, *« but we had to do something. When we looked very carefully at my M29 and the others, the only obvious difference was an additional strengthening piece fitted to the outside of the monocoque with the airflow through the radiator in the sidepod, so we hacked it off.*

« It was when the mechanics were re-fitting the underbody panels that they found that the panels themselves weren't located securely. It would seem that the problem dates back to Brands Hatch, where we fitted new panels made from carbon fibre. It is since then that the car has been so difficult to drive. All we did was to fix the panels securely. And the only reason that I went as well as I did in Saturday's practice at Zandvoort was because the car was driveable. You can draw your own conclusions »

Apart from this small mechanical alteration, however, Zandvoort saw another major change. After almost seven years as one of the sport's great stylists, John Watson was consciously forcing himself to adjust to a style of driving which was new to him.

« I have to accept that my driving style has aggravated the problems that we've had with the car this year. It's entirely different from the style of Alain Prost, my team mate, which is basically a Formula Three method — and obviously more effective. I'm not someone who likes to be « physical » in a car, I prefer to « feel » it into a corner, and I also have the ability to brake very late into a corner.

« It may seem strange that it's taken me such a long time to reach this conclusion, though I've arrived there eventually. Now, instead of braking really late for a corner like Tarzan, I'm forcing myself to brake just a little earlier and yank on the steering wheel, give it a big tug, and then floor the throttle. Ground effect cars have so much grip that sorting out any problems that may develop isn't too difficult. When I get on the throttle, I'm finding that I'm on it earlier and I'm on it harder... therefore I'm quicker out of the corner. And today, in final practice on a day when the track was reckoned to be slower than yesterday, I got the car to go faster. It worked ! »

This 1980 season has been too difficult, too testing, not to have put some scars on the relationship between the members of the McLaren team. John's relations with McLaren Racing are now conducted mainly through Mayer's co-director Tyler Alexander, the good natured American engineer who joined the UK operation last year after the break-up of the Indy-car team.

As John admits : *« I was unhappy with the way the company did certain things at the start of the year, particularly over the South incident »*, a reference to an attempt to bring in Formula Two driver Stephen South as a possible replacement. *« At the time, »* he recalls, *« the word I used to describe it was « shabby », and other drivers expressed a similar opinion to certain people in the team.*

« But the only true repair is what you do at the race track. A good performance there overcomes all the bad times that have gone before. The people who work on my car are delighted today ».

The following afternoon, John showed that their efforts, had not been in vain. He made a good start, effortlessy outdistanced young Prost in the team's new car, and was pressing Andretti and Villeneuve in a close battle for sixth place. Quite clearly, both Watson and the McLaren team were back in business, on a circuit where four years ago he had spent 75 laps keeping World Champion-to-be James Hunt on his toes. This year, if engine trouble had not intervened, he might easily have joined the epic struggle between Arnoux, Andretti and Reutemann.

« I still want to be World Champion, » he insists, *« I still believe that I have the ability. What I desperately need, for my morale and for people's belief in me, is a string of good results. Success is the one thing that not even money can buy. It gives everyone a boost, an injection that raises morale and brings a response from every individual in the team. I mean, it's just the most amazing aphrodisiac that you can imagine ».* □

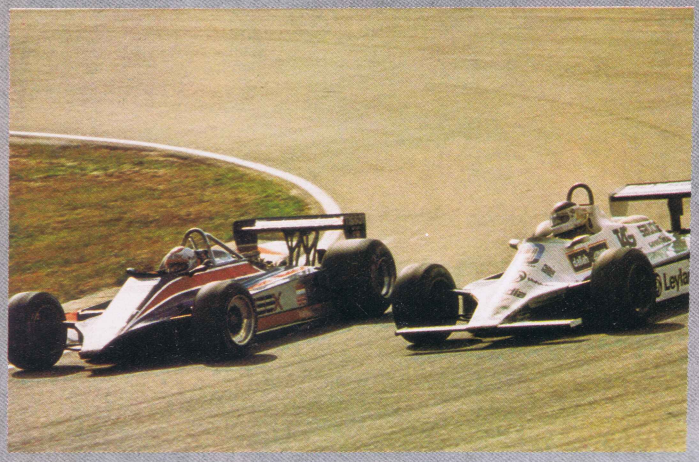
4

THE FILM OF RACE

The Dutch Grand Prix earns the title of the best race of the year. There were different leaders during the first three laps. The order was changing all the time throughout the field, as can be seen from Piquet, who was sixth on the first lap and led on the 13th. Once in the lead, the Brazilian was unchallenged. However, second place was much disputed, firstly by Laffite and Giacomelli, and then by Laffite and Arnoux. All that, plus the epic duel between Reutemann and Andretti.

1 →

1 — The Renaults weren't so quick off the line as the Williams. Jones catches Arnoux and comes out of Tarzan in the lead.



4 →

4 — The longest and best battle in the race. Andretti overtakes Reutemann on the 19th lap, but Reutemann gets his own back 30 laps later.

5 →

5 — Giacomelli catches up Laffite and begins to challenge him for second place. But his challenge ends in a spin on the 38th lap.

RENE ARNOUX and Jean-Pierre Jabouille put their stamp on the front row of the grid during the first qualifying session. While Arnoux had no problems, Jean-Pierre complained of porpoising and slight understeer. Behind the Renaults came another duo. Reutemann and Jones put their Williams into third and fourth spots on the grid. Jones was driving his spare car following an accident in the morning, caused by a jammed throttle. Piquet took fifth fastest time, not really a fair reflection of his succession of excellent times. The Brazilian preceded the first Ligier, Laffite's. Generally speaking, the Ligiers were lagging behind, confirmed by Pironi's 12th fastest time, caused by unsatisfactory road-holding.

The first six remained unchanged the next day when the track was a little slower. It was hard to improve one's time, although Arnoux managed to shave a tenth of a second off his. Jabouille was even more discouraged, for his car's handling had worsened from session to session. Villeneuve and Watson provided pleasant surprises. Both managed to set quicker times than on the previous day, with the result that the Canadian was seventh fastest and the Belfast Irishman was ninth. There was quite a battle to qualify, but those who lost out were Keegan, Lammers, Thackwell and Rosberg.

THE sky looked menacing as the cars lined up but every now and then the sun shone as the clouds scudded across the sky. The Renaults appeared to have started well, but Jones was quicker and was in front as the field came out of Tarzan for the fist time. The race was certainly lively. Never had there been such an exciting series of opening laps, three cars arriving at Tarzan together on occasions. Each time the leaders crossed the line, there was some sort of surprise. This is how it went. On the first lap : Jones is in the lead by two seconds over Arnoux and Laffite ; Piquet is sixth. Second lap : no more Jones ; Arnoux in the lead in front of Laffite and Reutmann ; the Australian stops at the pits in order to have a skirt repaired after running over the grass. Time enough to realise that Pironi and De Angelis have crashed together, and then they come round for the third time : another change of leader, Laffite leads from Arnoux and Jabouille who has just passed Reutemann. The Argentine also has to allow a flying Villeneuve past, and Piquet too, and he has Giacomelli close behind. Sixth lap : Laffite still leads Arnoux. Jabouille stops and hands third to Villeneuve, whose softer tyres are about to go off. From that moment on, the Ferrari tumbles

2

3

2 — There's little between them on the second lap. Arnoux leads from Laffite, Reutemann, and Jabouille who will soon overtake the Argentine. Piquet and Villeneuve will do the same.

3 — The 13th lap of the race, and a turning point. Piquet has charged though the field and is now leading having overtaken Laffite.

6

7

6 — Laffite's worries aren't over yet. Giacomelli is replaced by Arnoux. The Renault driver catches his compatriot and overtakes him three laps from the finish.

7 — Nelson is still Brazilian, even though he has a British licence. His Moet refreshes Balestre.

down the order.

But while the action attracted all the attention, there was one man who was quietly working his way through the field, quickly and almost easily. That was Piquet. He overtook Reutemann and then put a stop to Villeneuve's climb. He overtook the Ferrari and caught Arnoux. Having passed the Renault, he gained on Laffite. And Laffite went the same way. That was on the 13th lap. It was the third — and last — change of leadership. From that moment on, the Brazilian pulled away from Laffite. The Ligier driver realised that his car wasn't handling well and there was nothing to stop Piquet from pulling away. So he settled for second place in front of Arnoux.

The Renault driver was unable to do anything about the Ligier, because he had his hands full defending his third place. For while the real star had been Piquet, Giacomelli had done superbly during the opening stages. The Italian overtook Reutemann and Villeneuve, and then caught Arnoux, overtaking him on the 16th lap. Then he set off after Laffite. He all but caught him, but lost time overtaking Scheckter who'd already stopped for new tyres. Once past the Ferrari driver, Bruno began chipping away again at the margin between his Alfa and Laffite's Ligier. He caught Laffite on the 36th lap, and Bruno went straight into the attack. And spun. Bruno disappeared from the leaderboard.

The man to benefit from that was René Arnoux who moved up one place. Ever since he'd let Giacomelli past at the start of the race, the little Frenchman had had his hands full. Reutemann and Andretti (to whom Watson had attached himself during the early) gave Arnoux no peace. When the Alfa disappeared, the Arnoux-Reutemann-Andretti battle was for third place.

In fact Reutemann and Andretti were mainly fighting against one another, for Arnoux usually had a couple of lengths in hand. On the 21st lap, Andretti managed to overtake Reutemann, but the latter got his place back on the 50th lap. It was at that moment that René Arnoux realised that Jacques Laffite was within reach. The gap was decreasing between the two French cars, and Arnoux began to pile on pressure. Laffite didn't react, and was surprised to find his second place pinched from under his nose with just four laps to go.

Piquet crossed the finishing line in front of Arnoux, Laffite and Reutemann. Andretti lost fifth place on the last lap when he ran out of petrol. That resulted in a point extra each for Jarier and Prost. Daly should have finished ahead of Prost, but had a massive accident with ten laps to go. □

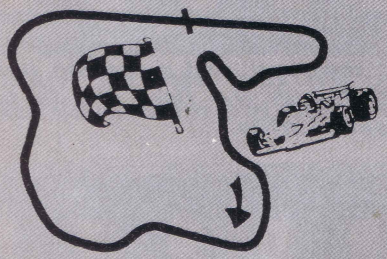
Zandvoort statistics

DUTCH GRAND PRIX

Date : August 31, 1980
Circuit length : 2.642 miles
Race distance : 72 laps, 190.210 miles
Conditions : overcast and windy
Attendance : 50,000 spectators

THE RECORD

(last five races)
1975 : Hunt (Hesketh 308B)
1976 : Hunt (Mc Laren M23)
1977 : Lauda (Ferrari 312 T2)
1978 : Andretti (Lotus 79)
1979 : Jones (Williams FW07)



STARTING GRID

ARNOUX Renault RE25 1'17"44	**JABOUILLE** Renault RE23 1'17"74
REUTEMANN Williams FW07/B 1'17"81	**JONES** Williams FW07/B 1'17"82
PIQUET Brabham BT49 1'17"85	**LAFFITE** Ligier JS 11/15 1'18"15
VILLENEUVE Ferrari 312 T5 1'18"40	**GIACOMELLI** Alfa Romeo 179 1'18"52
WATSON Mc Laren M29B 1'18"53	**ANDRETTI** Lotus 81 1'18"60
DE ANGELIS Lotus 81 1'18"74	**SCHECKTER** Ferrari 312 T5 1'18"87
REBAQUE Brabham BT49 1'18"89	**PATRESE** Arrows A3 1'18"90
PIRONI Ligier JS 11/15 1'18"94	**MANSELL** Lotus 81 1'18"97
JARIER Tyrrell 010 1'18"98	**PROST** Mc Laren M30 1'19"07
CHEEVER Osella FA1 1'19"38	**SURER** ATS D4 1'19"44
FITTIPALDI Fittipaldi F8 1'19"57	**BRAMBILLA** Alfa Romeo 179 1'19"60
DALY Tyrrell 010 1'19"68	**LEES** Ensign MN 180 1'19"72

Non qualified :
KEEGAN (Williams FW07) 1'19"96
LAMMERS (Ensign MN180) 1'20"11
THACKWELL (Arrows A3) 1'20"22
ROSBERG (Fittipaldi F8) 1'20"53

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning	Sunday morning
ARNOUX	1'18"67	1'20"75	1'22"56
JABOUILLE	1'18"10	1'20"92	1'23"96
REUTEMANN	1'18"55	1'28"35	1'22"77
JONES	1'19"14	1'18"97	1'21"52
PIQUET	1'18"44	1'18"60	1'22"07
LAFFITE	1'20"43	1'19"21	1'23"12
VILLENEUVE	1'19"38	1'20"73	1'21"91
GIACOMELLI	1'19"02	1'19"00	1'24"04
WATSON	1'21"00	1'20"19	1'23"49
ANDRETTI	1'19"08	1'19"68	1'22"46
DE ANGELIS	1'19"36	1'19"32	1'22"04
SCHECKTER	1'20"98	1'20"52	1'22"66
REBAQUE	1'20"15	1'19"19	1'22"85
PATRESE	1'19"55	1'19"54	1'22"97
PIRONI	1'19"85	1'19"41	1'22"73
MANSELL	1'22"78	1'21"02	1'22"99
JARIER	1'19"78	1'20"24	1'22"73
PROST	1'20"80	1'20"65	1'24"80
CHEEVER	1'19"96	1'20"00	1'22"47
SURER	1'21"63	1'20"77	1'24"83
FITTIPALDI	1'21"11	1'21"58	1'24"45
BRAMBILLA	1'20"50	1'20"66	1'24"59
DALY	1'20"05	1'20"14	1'23"57
LEES	1'21"59	1'21"25	1'24"27
KEEGAN	1'21"57	1'20"71	—
LAMMERS	1'21"71	1'20"37	—
THACKWELL	—	1'22"18	—
ROSBERG	1'20"48	1'21"08	—
MASS	1'22"46	—	—

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
ARNOUX	1'17"53	1'17"44
JABOUILLE	1'17"74	1'18"31
REUTEMANN	1'17"81	1'18"28
JONES	1'17"82	1'18"31
PIQUET	1'17"85	1'18"14
LAFFITE	1'18"15	1'18"74
VILLENEUVE	1'18"63	1'18"40
GIACOMELLI	1'18"52	1'18"59
WATSON	1'23"49	1'18"53
ANDRETTI	1'18"60	1'18"66
DE ANGELIS	1'18"86	1'18"74
SCHECKTER	1'18"87	1'19"22
REBAQUE	1'19"63	1'18"89
PATRESE	1'19"96	1'18"90
PIRONI	1'18"94	1'18"99
MANSELL	1'20"76	1'18"97
JARIER	1'18"98	1'19"51
PROST	1'19"07	1'19"68
CHEEVER	1'19"53	1'19"38
SURER	1'19"74	1'19"44
FITTIPALDI	1'20"62	1'19"57
BRAMBILLA	1'20"17	1'19"60
DALY	1'19"71	1'19"68
LEES	1'19"94	1'19"72
KEEGAN	1'20"32	1'19"96
LAMMERS	1'20"21	1'20"11
THACKWELL	1'22"80	1'20"22
ROSBERG	1'20"53	1'20"75

PIT STOPS AND RETIREMENTS

Rebaque : retired 1st lap, broken gearbox - **Jones :** stopped 2cnd lap, repair to skirt - **Pironi :** retired 3rd lap, hit by De Angelis - **De Angelis :** retired 3rd lap, accident with Pironi - **Jabouille :** stopped 6th lap, tyre change, stopped 13th and 19th laps, handling problem, retired 23rd lap, gearbox - **Fittipaldi :** stopped eighth lap, upper part of right side pod adrift, retired 16th lap, brakes - **Scheckter :** changed tyres 11th and 49th laps - **Mansell :** retired 16th lap, spun and stalled - **Watson :** retired 18th lap, broken engine - **Villeneuve :** changed tyres 19th and 54th lap - **Brambilla :** retired 22cnd lap, accident with Lees - **Lees :** retired 22cnd lap, accident with Brambilla - **Patrese :** retired 30th lap, overheating engine - **Cheever :** retired 39th lap, broken engine - **Giacomelli :** retired 58th lap, broken skirt - **Daly :** accident 61st lap, caused by broken suspension - **Surer :** refuelled 68th lap - **Andretti :** ran out of fuel, 72cnd lap.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	
1. Jones	9	4	—	—	6	—	9	9	4	6	—	47
2. Piquet	6	—	3	9	—	4	3	6	3	2	9	45
3. Reutemann	—	—	2	—	4	9	1	4	6	4	3	33
4. Laffite	—	—	6	—	—	6	4	—	9	3	4	32
5. Arnoux	—	9	9	—	3	—	2	—	—	—	6	29
6. Pironi	—	3	4	1	9	—	6	—	—	—	—	23
7. Jabouille	—	—	—	—	—	—	—	—	—	9	—	9
8. Patrese	—	1	—	6	—	—	—	—	—	—	—	7
De Angelis	—	6	—	—	—	—	—	—	—	1	—	7
10. Daly	3	—	—	—	—	—	—	3	—	—	—	6
Jarier	—	—	—	—	2	—	—	2	—	—	2	6
12. Fittipaldi	—	—	—	4	—	1	—	—	—	—	—	5
Prost	1	2	—	—	—	—	—	1	—	—	1	5
14. Rosberg	4	—	—	—	—	—	—	—	—	—	—	4
Mass	—	—	1	—	—	3	—	—	—	—	—	4
Villeneuve	—	—	—	—	1	2	—	—	1	—	—	4
Giacomelli	2	—	—	—	—	—	—	—	2	—	—	4
18. Watson	—	—	—	3	—	—	—	—	—	—	—	3
19. Scheckter	—	—	—	2	—	—	—	—	—	—	—	2

CONSTRUCTORS CUP

1. Williams 80 pts - **2.** Ligier 55 pts - **3.** Brabham 45 pts - **4.** Renault 38 pts - **5.** Tyrrell 12 pts - **6.** Arrows 11 pts - **7.** Fittipaldi 9 pts - **8.** Mc Laren 8 pts - **9.** Lotus 7 pts - **10.** Ferrari 6 pts - **11.** Alfa Romeo 4 pts.

RESULTS

1. PIQUET	Brabham BT49	72 laps in 1h38'13"83 116.193 mph
2. ARNOUX	Renault RE25	12"93 behind
3. LAFFITE	Ligier JS 11/15	13"43 behind
4. REUTEMANN	Williams FW07/B	15"29 behind
5. JARIER	Tyrrell 010	1'00"02 behind
6. PROST	Mc Laren M30	1'22"62 behind
7. VILLENEUVE	Ferrari 312 T5	one lap behind
8. ANDRETTI	Lotus 81	two laps behind
9. SCHECKTER	Ferrari 312 T5	two laps behind
10. SURER	ATS D4	three laps behind
11. JONES	Williams FW07/B	three laps behind

Fastest lap : Arnoux, 1'19"35, 119.867 mph **(Established record).**

THEIR FASTEST RACE LAPS

	Time	Lap N°
Arnoux	1'19"35	67
Reutemann	1'19"78	68
Jones	1'19"82	66
Villeneuve	1'20"01	67
Piquet	1'20"13	51
Laffite	1'20"29	67
Andretti	1'20"31	67
Scheckter	1'20"56	55
Giacomelli	1'20"64	37
Prost	1'20"77	54
Jarier	1'21"27	55
Pironi	1'21"32	2
Surer	1'21"41	57
Daly	1'21"68	52
Patrese	1'22"32	28
Watson	1'22"37	15
Jabouille	1'22"41	3
Cheever	1'22"55	32
Fittipaldi	1'22"67	13
Mansell	1'23"25	10
Brambilla	1'23"28	20
Lees	1'23"46	17
De Angelis	1'23"67	2
Rebaque	1'53"27	1

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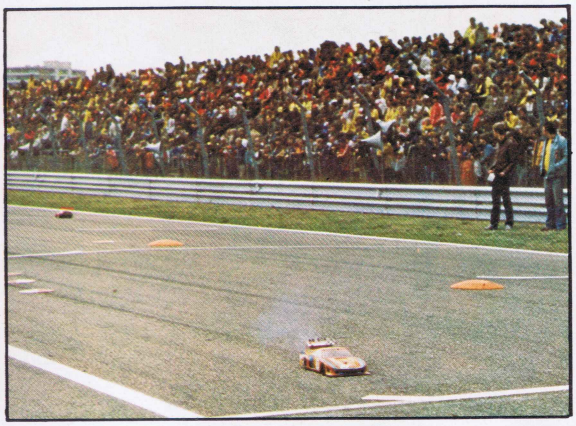
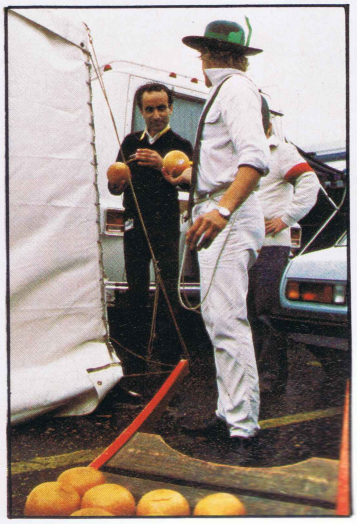
Postcard from Zandvoort

Lilliput's World Championship. These little bombs can do 75 mph, they slide and spin, but it's all done by radio control.

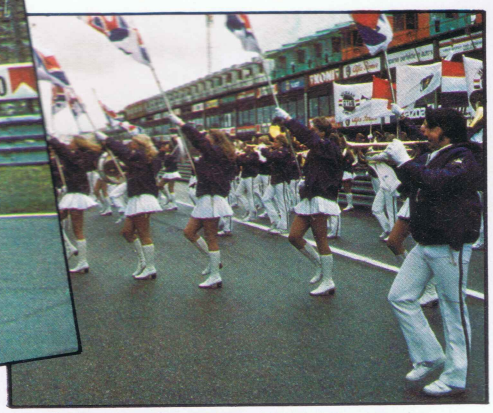


Two directors in motor racing : John Hugenholtz (left) founded Zandvoort ; on the right is our own director, Michel Hommell who was in Holland to launch our Dutch edition.



Rene won these cheeses by taking pole position, and that man of many parts, Jean Sage, had the job of getting them back to France.

The show began before the race, thanks to the Swedish rally driver Bror Danielsson (Open Ascona)



and the majorettes.

ZANDVOORT IN PICTURES

1 : The new team of Mo Nunn-Geoff Lees was successful in that the English driver qualified, but unfortunately he and Brambilla crashed in the race.

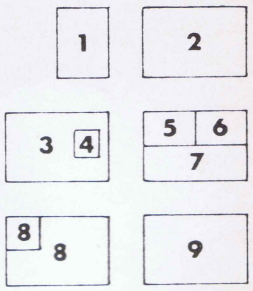
2 : Keegan qualified in Austria, but not in Holland.

3/4 : The Weismann gearbox fitted to Rebaque's Brabham. Ratio changes are made easier by an opening in the side.

5/6/7 : Spectacular action from the exciting and long duel between Reutemann and Andretti behind Arnoux.

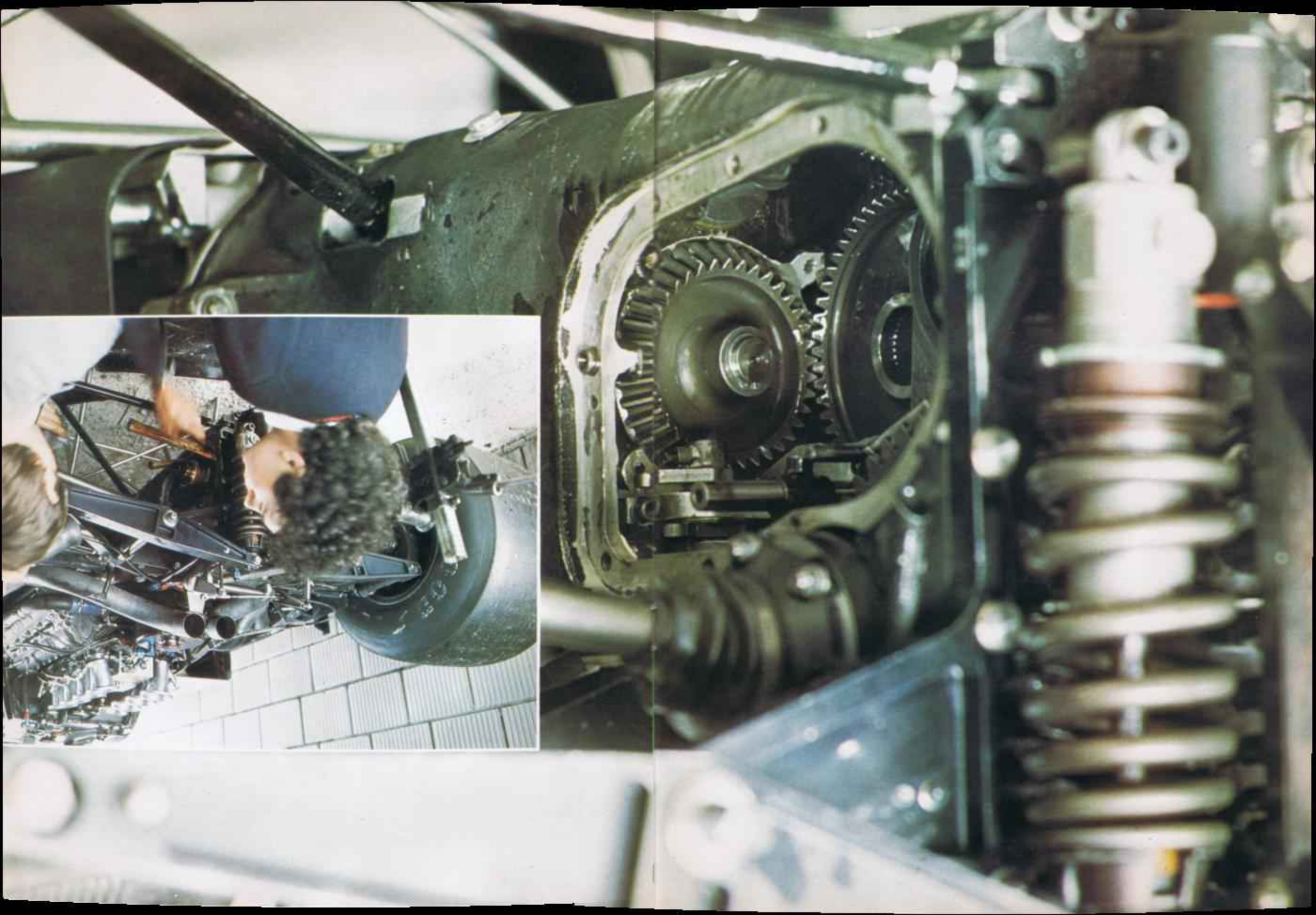
8 : Derek Daly's terrifying accident at Tarzan. « I heard a huge bang, then silence, and then another bang. That's when I realised that I'd been flying again ».

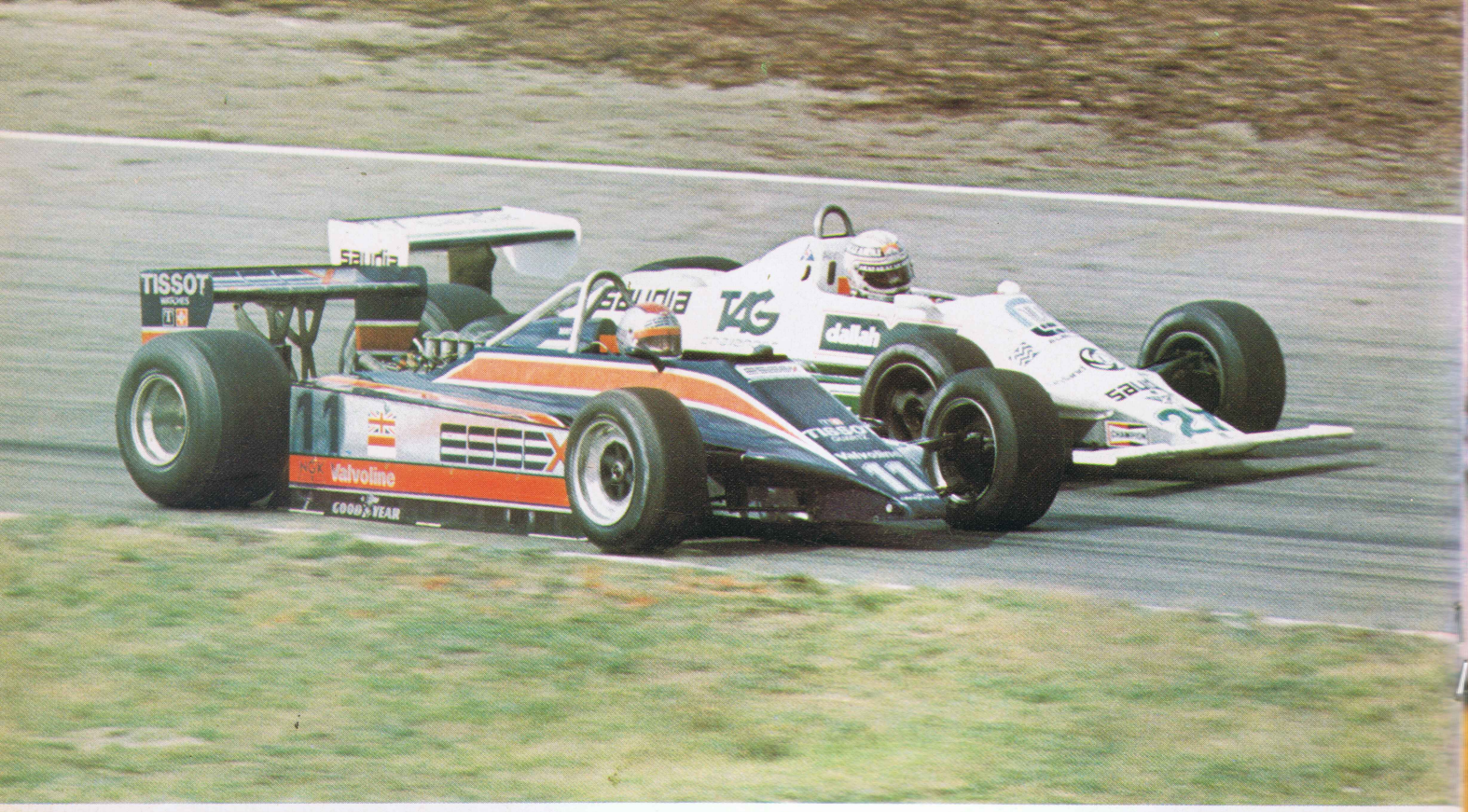
9 : Red and yellow, soon the colour scheme will disappear as Jody's retirement draws closer.



CAR STRIPES
GOODYEAR
HAWK

GOODYEAR
PENTHOUSE
60
PENTHOUSE




TISSOT
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Valvoline
GOODYEAR

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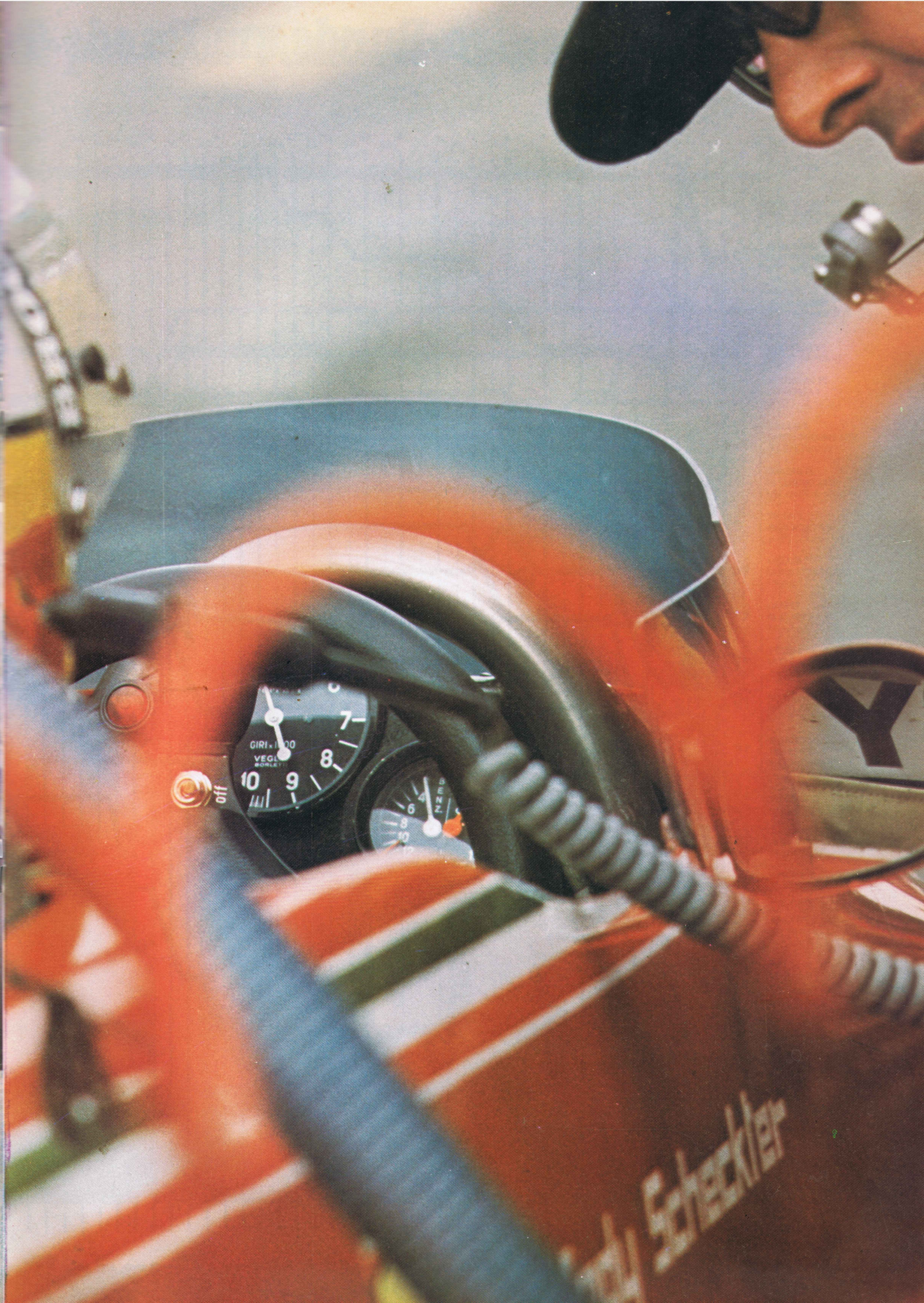
28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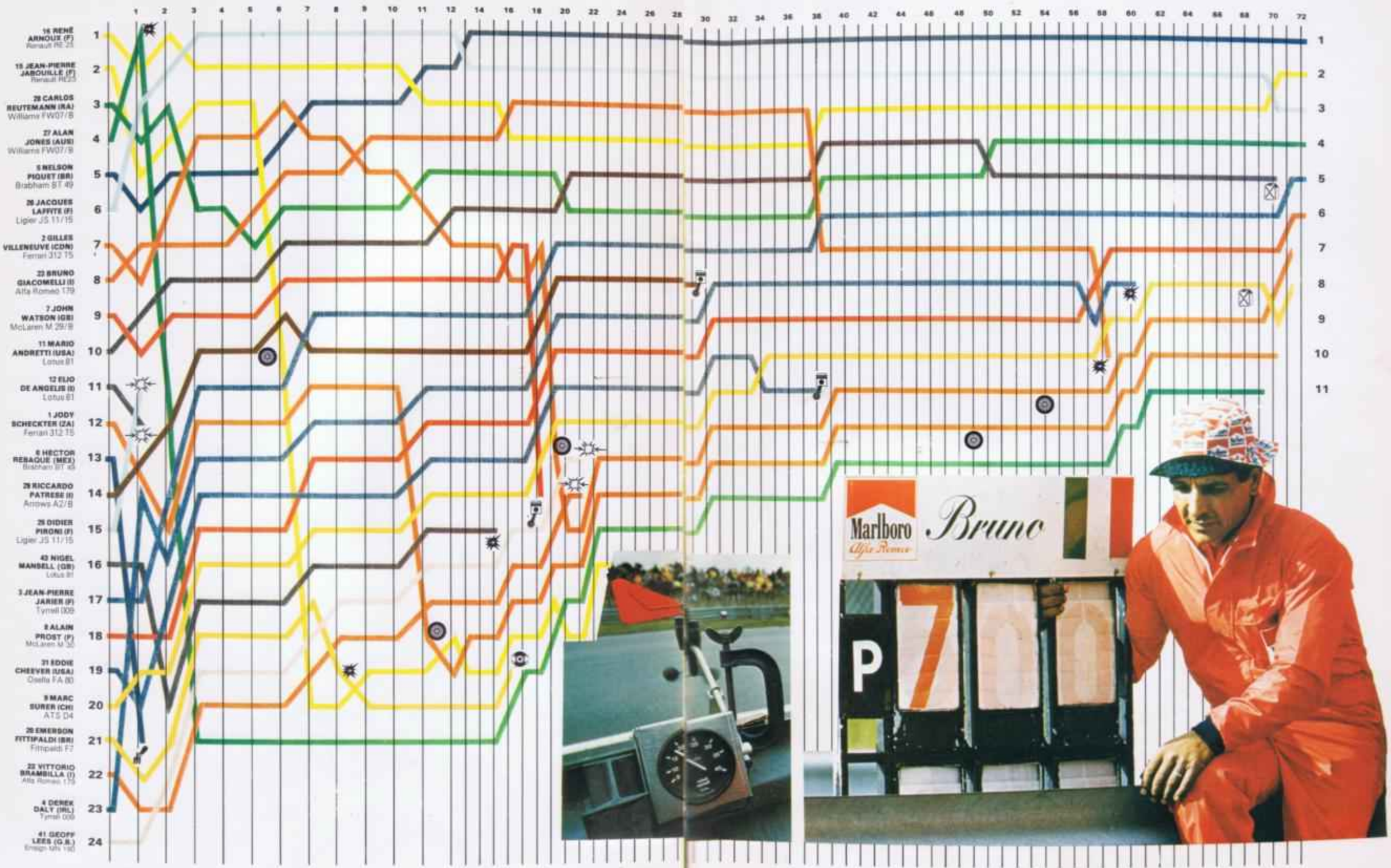
Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde-


1 2 3 4 5 6 7 8 9 10 11 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72
16 RENÉ ARNOUX (F) Renault RE 23
15 JEAN-PIERRE JABOUILLE (F) Renault RE23
28 CARLOS REUTEMANN (RA) Williams FW07/B
27 ALAN JONES (AUS) Williams FW07/B
5 NELSON PIQUET (BR) Brabham BT 49
26 JACQUES LAFFITE (F) Ligier JS 11/15
2 GILLES VILLENEUVE (CDN) Ferrari 312 T5
22 BRUNO GIACOMELLI (I) Alfa Romeo 179
7 JOHN WATSON (GB) McLaren M 29/B
11 MARIO ANDRETTI (USA) Lotus 81
12 ELIO DE ANGELIS (I) Lotus 81
1 JODY SCHECKTER (ZA) Ferrari 312 T5
6 HECTOR REBAQUE (MEX) Brabham BT 49
29 RICCARDO PATRESE (I) Arrows A2/B
25 DIDIER PIRONI (F) Ligier JS 11/15
43 NIGEL MANSELL (GB) Lotus 81
3 JEAN-PIERRE JARIER (F) Tyrrell 009
8 ALAIN PROST (F) McLaren M 30
31 EDDIE CHEEVER (USA) Osella FA 80
9 MARC SURER (CH) ATS D4
20 EMERSON FITTIPALDI (BR) Fittipaldi F7
22 VITTORIO BRAMBILLA (I) Alfa Romeo 179
4 DEREK DALY (IRL) Tyrrell 009
41 GEOFF LEES (G.B.) Ensign MN 180
Marlboro
Alfa Romeo
Bruno
P 7

Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde-

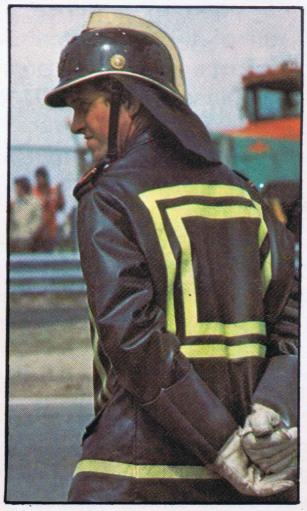
Postcard from Zandvoort

Reutemann gets a straight, clear message : his Dutch fans want him to win.

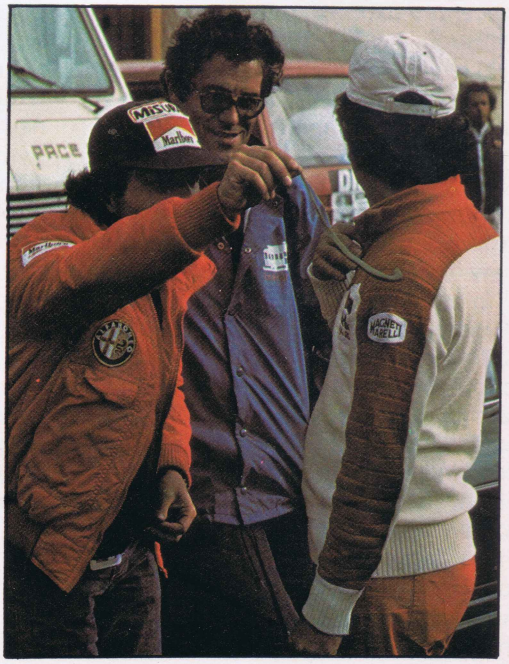
Jacky Ickx and his compatriot and protege, Thierry Boutsen, one of the contenders for the European Formula Three championship.

He may look like a striking French fisherman, it's actually Guy Ligier.

Ice cream salesmen didn't make a fortune. Rumour has it that next year they're going to sell umbrellas as a side line.



A return of the gladiators, in order to fight some other foe.



Mischievous Bruno Giacomelli and his rubber snake...

Patrese's accident last year resulted in the outside of Tarzan becoming a No Man's Land ; not a bad idea considering Daly's accident.

M30 : A COMPETITIVE McLAREN

The long-awaited McLaren M 30 wasn't simply a straightforward copy of the FW 07 as was its predecessor the M 29. In fact the English team delayed the debut of the new car for as long as possible, in order to gain as much experience as possible from the older car. But at first glance, the new car owes a lot to the M 29. It benefits from the mistakes made in the older car.

By Giorgio PIOLA

AT first glance, the M 30 seems to be a very compact and tough car. Its creator, Gordon Coppuck, confirms this fact. *« Our principal aim in building the M 30 was to obtain greater torsional rigidity in the chassis, and stronger suspension. But that has obviously prevented us from making a light car, although it's lighter than the M 29. We've also reduced the wheelbase by 2.5 inches, the weight distribution is improved, and there's a lower centre of gravity. »*

The basic chassis, without bodywork, is considerably different to other wing cars in Formula One. The view one has of most wing cars is of a V in cross section. However, the M 30 has a monocoque that is reinforced with a box section that runs the length of the monocoque, mounted halfway up the side of the tub. A similar reinforcement was fitted to John Watson's M 29 at Jarama.

The front part of the monocoque is equally very different. It's wider than most wing-car monocoques, and rounded, rather like the nose of the Arrows A3. *« We've had to make the front ot the chassis like that because we wanted a short nose, and it wasn't possible to make a narrow and short nose which would still be strong, »* continued Coppuck.

The M 30 is slightly different to the M 29 aerodynamically. The cockpit is further forward due to a longer and lower fuel tank which lowers the centre of gravity. Generally speaking, the bodywork is more rounded, although not to the extent of the bulbous Alfa Romeo 179.

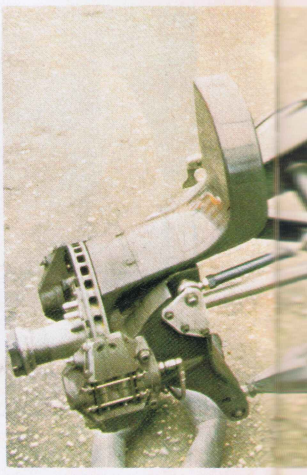
The lower part of the bodywork also reveals a departure from M 29 aerodynamics. The side pod wing is flat up to the point where the monocoque and engine join, and only then does the side pod wing rise. The basic result of this is redistribution of the centre of aerodynamic pressure.

Other novelties on the M 30 include a narrower gearbox, similar to the Tyrrell's, and also new rear suspension with revised geometry and a stronger lever arm. □

TECHNICAL DETAILS :	
Wheelbase :	273.1 cms
Front track :	175.3 cms
Rear track :	162.6 cms
Overall length :	429.3 cms
Weight, including oil and water :	600 kilos

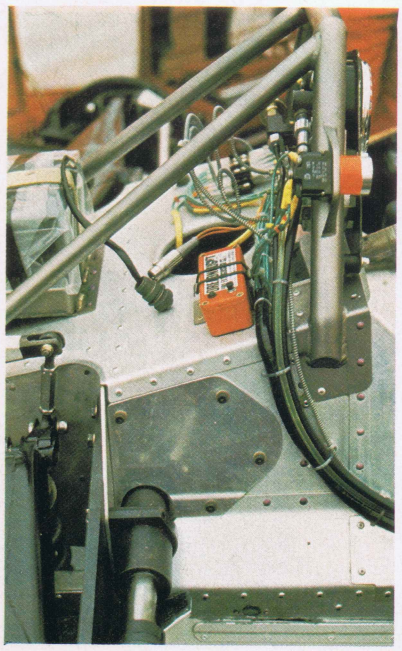
(note that Prost's M 30 weighed 620 kilos at post-race scrutineering at Zandvoort).

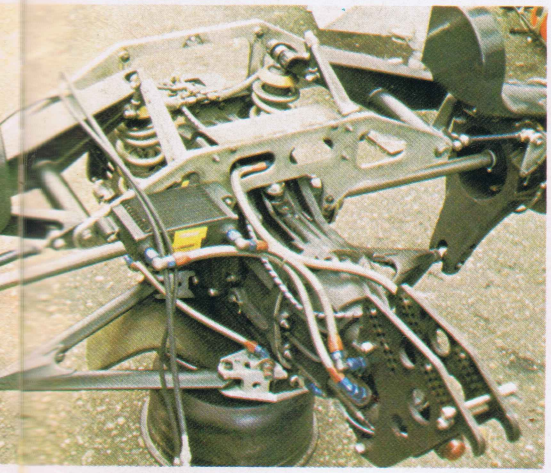
One can compare here the differences between the M 29 chassis (left) and the new M 30 (right) which has the reinforcement along its entire length. New rear track with narrower gearbox.

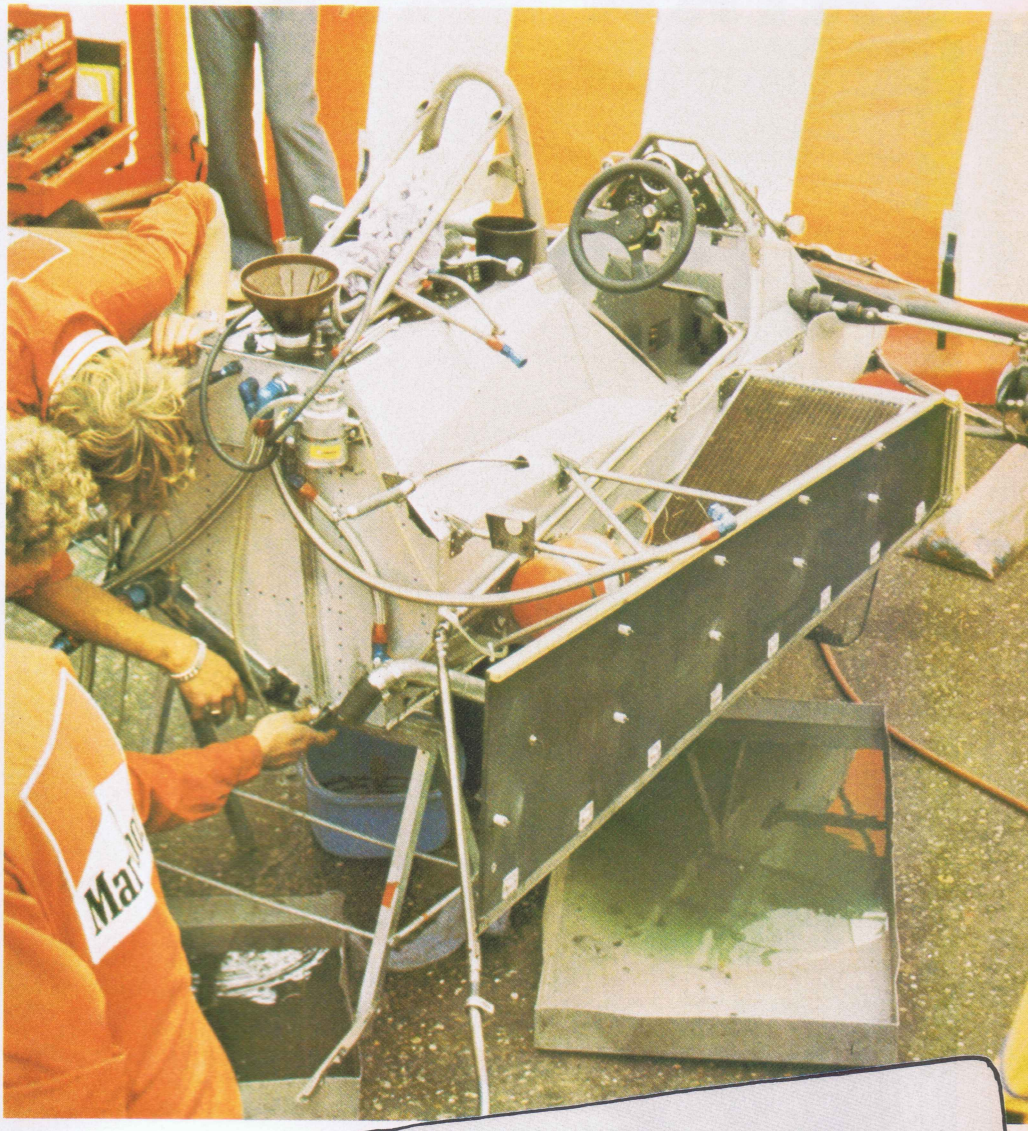


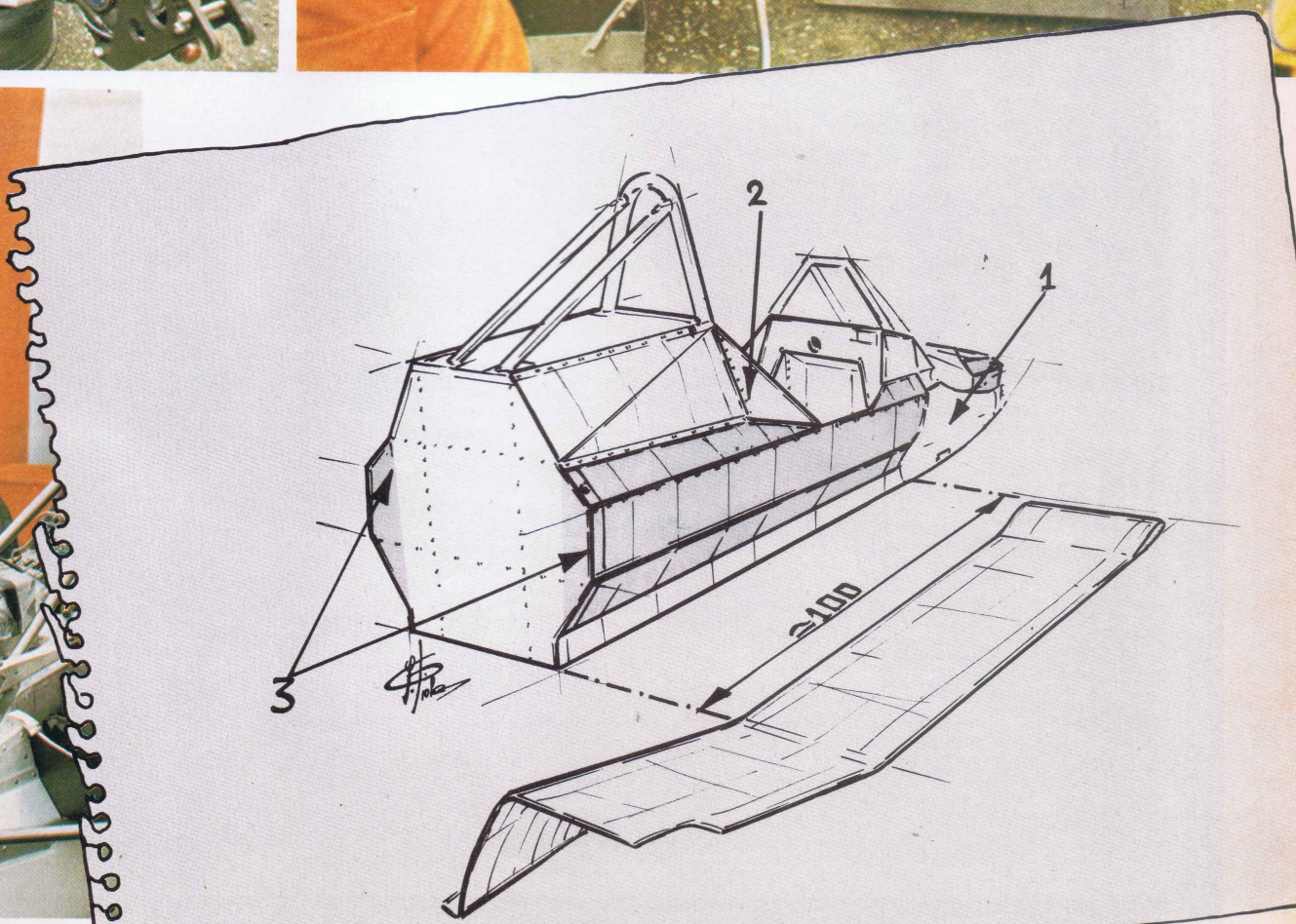
Father and off-spring : designer Gordon Coppuck and his M 30.

Drawing : ***in grey, the new chassis with its lateral strengthening. Note 1. the rounded front, 2. cockpit strengthening around the driver, 3. box section along the side of the monocoque. Side : the side pod wing profile remains flat until the end of the monocoque when it slopes upwards.***





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EXTRA, EXTRA

OPTIMISTIC JONES

« Do you remember what I told you after the Austrian Grand Prix ? I said I hadn't won the World Championship yet. All Nelson had to do was to win here and for me not to score any points and we'd be almost level. Well, there you are. That's what has happened. »

Alain Jones was more relaexed after the race than one could have imagined. Smiling, he thought about recent events philosphically. *« The last couple of races are going to be fantastic, eh ? »* His eyes lit up at the thought of the battle he was to fight. The man is determined, there's no doubt about it, and he wasn't the least bit discouraged. He hasn't lost he title yet, even though there's still a lot to do. *« I'm going to have to arrive at Imola in fighting form. »*

Alan Jones's weekend in Holland started as badly as it ended. On Friday afternoon, his throttle jammed wide open out of the hairpin and the Williams thumped the guardrail. The FW 07 was badly damaged. Alan had to take to the spare car, while Frank ordered the team's express delivery driver, Michael Miles, to bring out a spare (05) monocoque from their Didcot base.

The weekend ended just as badly, because it couldn't have been worse for Jones. His most dangerous rival in the World Championship, Piquet, won, and Alan didn't score a point.

« It's strange, « said the Australian on Sunday evening, *« I had a sort of premonition and told my wife about it yesterday evening. I didn't think I was going to finish this race. »* He finished the race, but a long, long way back, three laps in fact behind the winner, having had to stop in the pits to have a skirt changed on the second lap.

« I made a mistake, » he admitted, *« it was a human error. It was stupid thing. I come out of the hairpin too wide because I was looking in the mirrors. Nine times out of ten you can go wide and get away with it, telling yourself not to do it again. But the one time I didn't want the skirt to break, it did so. »* He was quiet for a moment, and then cursed his luck for the hundredth time since the race finished : *« dammit, I made a superb start. I had a two second lead at the end of the first lap. And I screwed it up. »*

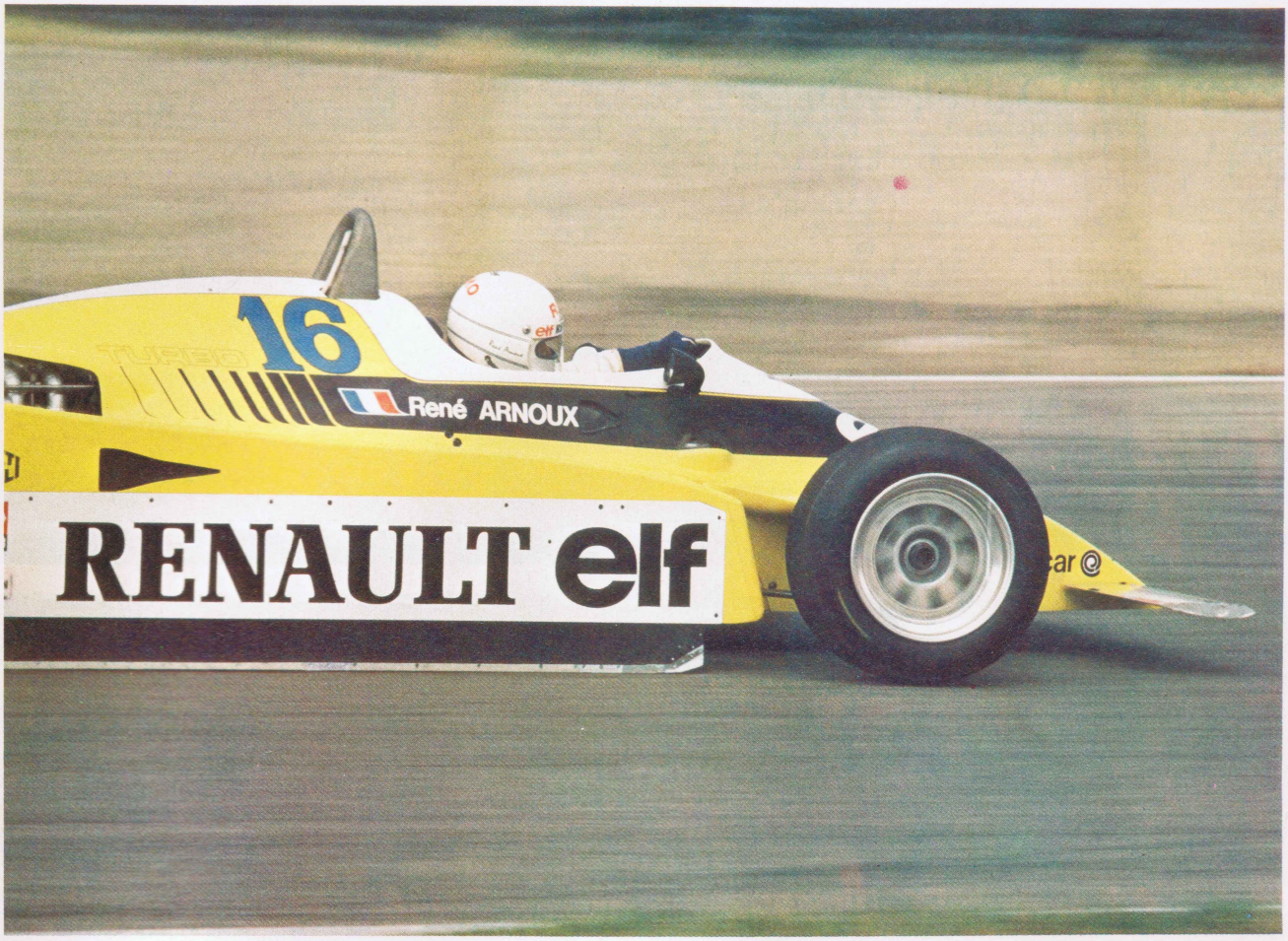
Once the skirt was replaced, Alan went out again and drove a superb race which proved that he could have won. That, no doubt, compounded his sorrow.

« To begin with, I was rather angry, « he said. *« But I soon got over that. The car was fantastic. I enjoyed it. I was racing for the fun of it. »* Mario Andretti also said that he'd enjoyed himself during the Dutch Grand Prix. Such quotes are rare in Formula One these days when drivers usually give the impression that racing is no longer the pleasure it once was. But the Grand Prix was tremendously exciting, one of the best, and Jones and Andretti were two of the stars. Perhaps that's why, because they enjoyed their racing.

Alan Jones was surely certain of a good result. He wanted to win, and he paid dearly for his mistake. What is a shame is that he had to blame himself for his own determined driving. No doubt he'll be more careful in Italy.

So on to Imola, a circuit which should theoretically suit the Williams FW 07. And when we spoke to Alan about it, he put down his fork and slipped his hand behind him to the dividing wall in the restaurant. It was made of wood...

E.B.



RENE TURNS UP THE WICK

WITH an all-yellow front row, there wasn't much more to be said about practice for this Grand Prix of the appropriately-entitled Low Countries. There was no question of altitude helping the turbo-engine at zero feet above sea level. And there's only one straight, albeit a long one, for the remainder of the circuit consists of a series of corners all the way from the tight left-handed Hunzerug to the flat-out swerves round the back of the circuit.

Not surprisingly, René Arnoux allowed himself a quiet smile. *« There are a couple of places where the road dips among the dunes that must be below sea level ! I reckon that the turbo was only going well because the tide happened to be out... »*

Joking time over. Once again, by setting fastest practice time in the first official session, René showed what a good sprinter he can be. It's possible, of course, to stand around arguing that Jean-Pierre Jabouille was off the pace because his car wasn't behaving perfectly. *« Zandvoort is the kind of circuit which requires compromise settings which are tricky to find : there are slow turns, fast bends and the straight, so there's no immediately obvious solution. »*

« The secret is the way you set up the car for the big bend which leads on to the straight, » René explained on the Saturday evening, after setting pole position for the second consecutive Grand Prix. *« I'm taking it flat out, which gets me on to the straight at a higher speed than anyone else. »*

The latest Michelin tyres certainly helped, and Arnoux was well pleased with the several differemt types which he was given to try. For the race, however, he had to be satisfied with tyres which had already been tried in Austria. Michelin policy is still to permit only those constructions and compounds which have already been given a test over full race distance.

Starting carefully in order to conserve brakes which had shown signs of reaching their limits in practice, Arnoux moved over first for Jones, then Laffite, Giacomelli and especially Piquet. *« There was nothing I could do about the Brabham, »* he said. Andretti and Reutemann, on the other hand, met their match in the little man from Grenoble. *« The car was really heavy on full tanks at the beginning of the race. I didn't want to take a risk with my brakes by winding all the balance on to the fronts or the rears. I was scared about making the handling unbalanced. »*

It was on lap 50 (of 72) that the gap betwenn Laffite in second place and Arnoux started to come down. From 13 seconds it went to nine on lap 61, the exact moment that Derek Daly chose to make an attempt on his own Formula One high jump record. Arnoux, whose hands were still full with a battle involving Jones, Andretti and Reutemann, apparently slowed down less than Jacques as the yellow flags were waved at Tarzan.

The gap immediately dropped to less than eight seconds and the Ligier hove into view as a blotch of blue that could be seen over the Renault's yellow nose cone.

« I started to give it a go in the last ten laps, » said René. *« The tyres were looking good, and the brakes felt fine. I decided that it was time to give them a bit more stick. »* In the corners, René found himself almost under the Ligier's rear wing : *« Jacques was oversteering badly,* he said. *« I passed him halfway down the straight after closing up all through the big turn before. »*

For Arnoux, this exciting race to the finish made no difference to his World Championship chances. For Laffite, however, it all but wrecked his still admittedly thin chances. And Jacques did not hesitate afterwards to pour scorn on the turbos, which (according to him) are fitted with a boost control in the cockpit to enable their drivers to dial up instant horsepower.

« Yes, we have a boost control, » said Renault Competitions Manager Gérard Larrousse, grinning. *« We call it René Arnoux. »*

It was a compliment which requires no comment...

Mario Luini

PATRESE : FIGHTING AGAINST THE ODDS

DISAPOINTMENT, resignation, frustration, acceptance of the inevitable : Riccardo Patrese was subject to all of those feelings after the Dutch Grand Prix. They added up to a dispirited feeling.

It was the feeling of having lost, and equally of not having won. It was dispiriting for him to have been deprived of even the smallest reward he could have imagined. He might have picked up a couple of World Championship points, for he was lying eighth at the start of the race. Even potential points gave him something to hope for. One point, perhaps two, they were the most the Italian driver could hope for. But in Riccardo's current position, rarely being competitive, any point would have constituted a reward of sorts, just as Laffite felt bitter about being only third. But that's racing. There are those who feel they deserve success, and those who battle against all odds.

« It's really amazing, » said Riccardo, *« when I'm 15th or 16th I have no problems and carry on to the finish. But when I'm eighth and there's some hope of me finishing in the points, poof, it all goes up in smoke. It's depressing. »* It was an infuriating reason for retirement because it was so stupid. A piece of paper stuck in a radiator which caused the engine to overheat and then break. Alan Jones had the same problem in the Argentine Grand Prix when the ambient temperature was a lot higher. But the Australian was lucky enough to stop and have the paper removed. He won the race too.

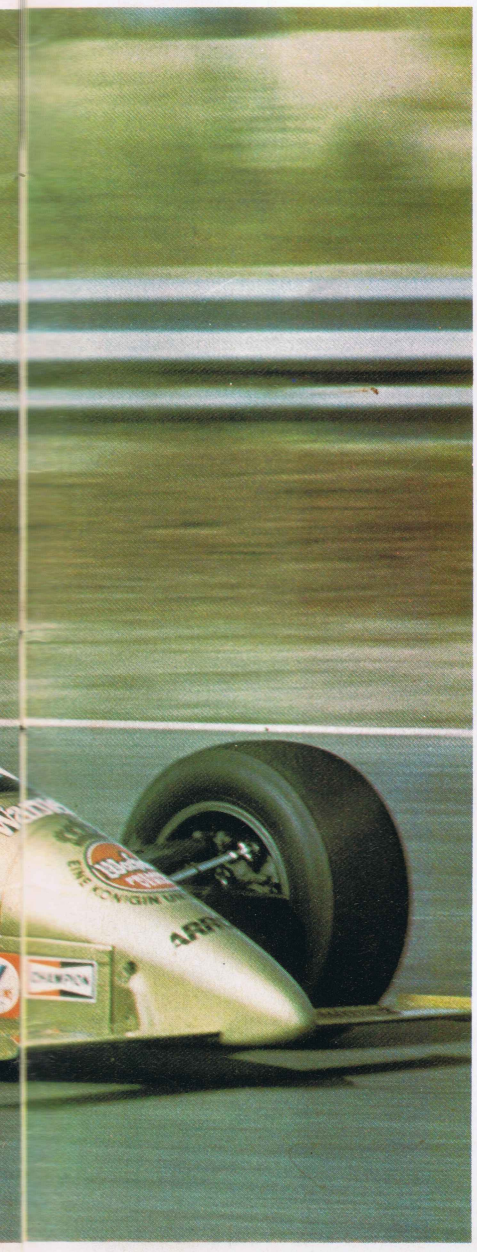
Winning is seemingly out of Patrese's reach. All the same, he could still hope for a decent result. *« I was with Jarier when I retired, just behind the Arnoux-Reutemann-Andretti battle. I would have finished sixth or fifth if I'd been able to overtake the Tyrrell. »*

It was yet another disappointment for Riccardo in a season which has brought him little satisfaction. *« OK, I'm eighth in the World Championship, but with only eight points. I hoped to be around that position at the start of the season, but with three times as many points. »* Eighth in the World Championship sounds pretty good, but it isn't that good. That's because most of the points have been won by six of the drivers in front of him. *« My only consolation this year has been the races for Lancia in the World Championship of Makes, »* he admits, *« but that's not principal aim. »*

Riccardo's dispirited feeling was only as a result of the day's events and the disappointment that evening. He may be a little demoralised, but he retains his self-confidence. *« I was among the leaders at Long Beach when the car was right. I was on the rostrum. It wasn't because other cars*

retired either, I was well placed at the start. I proved to be a front runner in Argentina as well. I still feel that I'm a good driver, that I'm as good as ever, if not better thanks to greater experience. »
It's drawing towards the end of the season, the time for driver changes within teams. Patrese is still waiting to win his first Grand Prix, and would very much like to be in a team that is capable of giving him that win. But the opportunities are rare, and expensive in some cases. « *I'd like to be driving for a team that is winning. I've been in contact with Brabham, but it looks as though I'll probably stay with Arrows.* » He doesn't go on to say whether he's pleased with that situation or not.

Giorgio Piola



ANDRETTI REVISITS 1978

Everyone was expecting to welcome Andretti to a fine fifth place, but he never took the chequered flag. Mario had fought hard for his place and looked as though he was going to take his first championship points of the 1980 season. A few drops of petrol were all he needed to complete the final lap, but the tank was empty. In the end, he hitched a lift on the side pod of Jean-Pierre Jarier's Tyrrell. It was the least the Frenchman could do. When Mario stopped, he picked up another place and another point in the World Championship.

Fancy running out of fuel in the most sophisticated and highest level of motor sport ! The wind had changed that morning and it blew down the straight against the direction of the cars. That and his long hard fight with Reutemann could have raised the fuel consumption, but it wasn't the first time that a Lotus has run out of fuel.

Normally, Mario would have been livid. But contrary to expectations he was smiling broadly. « *So who says I'm ready to retire ? I've never had so much fun as I've had today. It's been two years since I've had a race like that. When the car's right and you realise that it's possible to pick up a good placing, driving becomes a pleasure.* »

We spoke to him about the tremendous duel he had with Carlos Reutemann, his former Lotus teammate, although it was scarcely a happy period. But Mario didn't regard the fight on the track as some kind of revenge. He simply said, « *I had a good time, and I hope Carlos enjoyed it too.* » He smiled and joked slightly mischievously : « *fortunately for him, Jones showed him how to overtake me ! But I had a problem with badly balanced brakes.* » Alan Jones, who was three laps behind, overtook two thirds of the Arnoux-Andretti-Reutemann battle.

The last two seasons have been pretty fruitless for the American and the Lotus team, and have given rise to some talk about the American's possible retirement, or a transfer to another team. The Alfa Romeo team was the favourite possibility. « *I saw the Alfa in the race, and it was going really well,* » smiled Mario. « *Nothing's fixed yet, but I wouldn't mind joining Alfa. The only problem is a moral one, because I don't like leaving friends with whom I've had a lot of success.* » It was those friends with whom he won the 1978 World Championship, and who established him as a major money-earner.

G.P.

ALFA, GIACO, S

Bruno Giacomelli : the best performance of the year, until he spun.

Apart from the traditional demonstrations at Grands Prix by drum majorettes and people in National costume, there's almost no place in Formula One for National character. Motor racing is too professional, too exact and too demanding to permit this extravagance. However, there's something about the Alfa Romeo team which reflects their homeland. It's something different, originality bordering on eccentricity, as though the team came from another world. But such appearances are deceptive, and are certainly not at the expense of efficiency. Bruno Giacomelli proved that in the Dutch Grand Prix, before being carried away by his own enthusiasm.

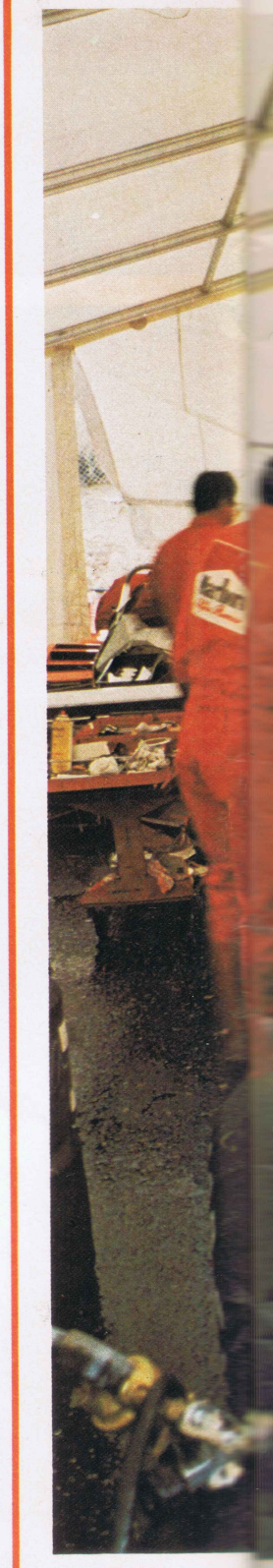
by Eric BHAT

Cuoghi ! Cuoghi ! The Alfa Romeo team's bald-headed mechanic turned towards team patron Carlo Chiti, enthroned in a folding chair. « *Cuoghi, just a moment, those aren't the right wheels beside Bruno's car.* »

The start of the Dutch Grand Prix is drawing near. Carlo Chiti is eating, plentifully as usual. He's decided to dine under the awning beside the team's transporter. One eye keeps watch on the mechanics as they work. The other feeds on the ever diminishing pile of food stacked on dishes in front of him. His briefcase acts as a table. The plates rest on top : macaroni and tomato sauce, lots of slices of salami, salad, some Dutch cheese and a couple of fruit tarts. There's not room for any more, but it's a far cry from the ridiculously small airline meals. Later, when the cook comes out to gather the empty plates, Chiti congratulates him gratefully.

Carlo Chiti is an imposing figure, if not a sort of monument. You can't help but notice him, even though his size appears to contrast with his almost timid look. He tends to wear a raincoat and cap come rain or shine, plus a suit and tie. Such dress would be perfectly conventional anywhere else but at a Grand Prix, where sponsors clothing has become the norm. Behind his tortoiseshell glasses, his eyes take in much more than at first would seem the case. Chiti is in charge of everything, and pays close attention to everything that takes place. It's quite obvious that his employees respect his authority, when they're not afraid of it. It's fairly easy to notice this, because Carlo Chiti seems to have a horror of moving. Consequently, he tends to shout in his harsh voice at his staff. They never fail to reply immediately to the imperious questions of their boss.

They tend to be cautious. What should they say, and what shouldn't they say ? Should they do this or not ? Beware, those who step out of line. They prefer not find out what happens should they say the wrong thing, so instead they're defensive. The following example is a good illustration. One day, after the end of a practice session, we asked



Dismantled cars and busy mechanics, a classic, daily paddock scene. But this team has something special, a personality of its own. There's no lack of colour in the Alfa team.

SACRE TANGO

Colombo what was Patrick Depailler's problem, for at that time Colombo was looking after his car. He seemed to think a moment. Then he said : « *well I don't know exactly.* » It was an amazing thing to say considering his job, but he couldn't be sure that Chiti would mind if he spoke about the lower engine in Patrick's car.

It's quite obvious that the Alfa Romeo team is Carlo Chiti's baby. It actually reflects the boss himself too closely for one to deny it. It's impressive and astonishing at the same time, brave yet timid, efficient, yet not perfectly organised, hard-working but a bit untidy. To sum up, it's talented but sometimes rather awkward. Chiti has influence on the people he works with, almost to the extent that they've adopted his personality, or at least, his method of working.

In some ways, it's entirely due to the truculent Italian engineer. Basically, thanks to his efforts, his team is now a team to be reckoned with. Two things must be appreciated at the same time. A total of 120 people work at Autodelta, including those on the rally programme, and the amount of work that they'd done since they first came into Formula One.

The red steamroller began to move last year, and it soon flattened every obstacle that seemed to hold it up. Patrick Depailler often told us, during the season, that he was really impressed by the way the team worked. ***« After South America, I gave them a very long job list, although I was under no illusions. If they'd done half of what I asked them, that would have been progress in itself. But by South Africa, they'd already done three quarters of those things. That wasn't just a flash in the pan, because I had a similar surprise a month later at Long Beach. And when they'd finished my list, they carried on working. That was perhaps less of a surprise, because they'd already done the essential things. But I can confirm that they work without stopping. They want to win. »***

So it wasn't by chance that the Alfa Romeo team was successful at Kyalami and Long Beach. From Argentina to California, in only three months, Chiti's men had transformed a car that Patrick considered ***« was ready for a museum »*** into one that was capable of qualifying on the front row of the grid. Patrick was a hair's breadth away from the front row at Long Beach. This was partially the result of Autodelta's association with aerodynamic technician Robert Choulet.

Months have passed, as have long test sessions. The 179 has progressed considerably throughout : chassis, suspension, aerodynamics and engine. The car may look similar, but detailed exmination reveals that few of the parts are the same now as they were in Argentina.

Naturally, this hasn't been accomplished without various problems and blunders, which is why we use the terme « folklore » on occasions when describing the team. The Alfa Romeo team plunged into the most professional and demanding branch of the sport that they had ever been involved in. They had to break themselves in, as much in terms of their own method of working as the competition surrounding them. Under critical scrutiny, various team's debuts in Formula One have often been chaotic, and Alfa Romeo was no exception. New engine covers blistered in the heat. Mechanics fell over one another in panic during the relatively simple operation of changing tyres during a practice session. The team seem to be one of words and action. Watching them, it is sometimes hard to believe that the almost computer-run Williams or Brabham teams are only a few yards along the pit lane.

But their out-of-date character, in comparison to the big professional teams, also seems to influence their way of overcoming problems. Watching them at work, taking into account modifications and their reactions from one session to another, one has the impression that their approach is more practical than theoretica. Each experience goes into the pot, mixed in with all the other experiences, and a new solution comes out. They seem to prefer to learn in the pit lane than on the drawing board.

In spite of all this, the team is making progress, and one day it's going to be successful. Zandvoort was almost the scene of the first good result.

« II can tell you that it's going to go well this weekend, » said Bruno Giacomelli on Thursday evening. His way of speaking is a motor racing phenomenon in itself. It's jerky and the end of each phrase rises in pitch. A conversation with Bruno is like listening to a driver repeatedly stabbing the throttle as he tries to balance his ill-handling car through a corner. But he's a great fellow is Bruno. He's more than just a

Carlo Chiti and Robert Choulet, an intelligent combination and fruitful too.

Giacomelli during practice, « I knew things would go well. »

lively, enthusiastic driver, who is sensitive, good humoured and mischievous. Pierre Van Vliet, our Belgian colleague, perhaps describes his friend Bruno better than anyone. *« Even though I only see him occasionally now he's in Formula One, I still find him as natural and as relaxed as he was when he first raced in England. He's exactly the same Bruno Giacomelli who drove across Europe in his old Citroen Dyane to go Formula Three racing in England. »*

Bruno's prediction was not far off the mark. He set fifth quickest time on Friday morning and finally qualified a fine eighth on the grid. The veteran Vittorio Brambilla, however, wasn't so well up the grid on the occasion of his Grand Prix return. *« It's the first time that I've driven a wing-car in Grand Prix practice. It's very specialised, I need time to get used to it. »*

Carlo Chiti was slightly astounded at Bruno's performance during practice. *« We should have gone better at Osterreichring thant here, because the Austrian track suits our cars and engine better. »* Giovanni Marell : one of the team's engineers, reckoned that Bruno's excellent practice was partially due to the amount of work the team has done in recent weeks. *« We're beginning to understand what wing-cars are all about. We've done a lot of work on the aerodynamics which means that aerodynamics and suspension now work well together, which allows us to use the engine's power to greater advantage. »* Alfa Romeo officially state that their engine gives 520 bhp, but most people reckon it's a bit more than that. The V12 engine is considered to be the most powerful engine in Formula One at the moment.

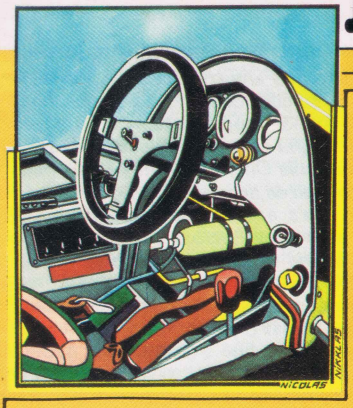
Bruno Giacomelli could quite rightly expect to do well in the race, and that's just what he did. But he wasn't considered among the favourites. That's because the Alfa Romeo aren't regarded as the most reliable of cars. It's a widely rumoured opinion, but one which Marelli denies. *« It's not true. If one takes the trouble to study Bruno's results this year, you'll see that he's only twice retired for purely mechanical reasons. The rest of the time, he's been a victim of incidents. »*

So, what sort of luck was he going to have in the race ? It was certainly as much as anyone hoped for. Not since the second place briefly held at Long Beach had an Alfa been so well placed. Bruno did better than ever before in a Grand Prix, until the 38th lap. The Italian driver caught Jacques Laffite and appeared to be quicker than the Frenchman. Second place seemed perfectly possible. A combination of determination and natural flamboyante had influenced his race so far, and it continued to play its part. Bruno went straight into the attack, trying to overtake Laffite at the first — and worst — possible moment. He spun, a skirt broke and the dream shattered.

The team's home Grand Prix is next on the calendar. *« We're showing our new turbo engine there, »* says one team member ; *« we'll have a narrower chassis, »* says another. The two elements together no doubt constitute the new car with which Patrick Depailler hoped to win races. *« It's not the final model, »* we're told.

Marelli finishes, *« we've made a lot of progress, step by step. Next year we'll be even more competitive. »* It's a hope as much as a challenge. □

In the cockpits

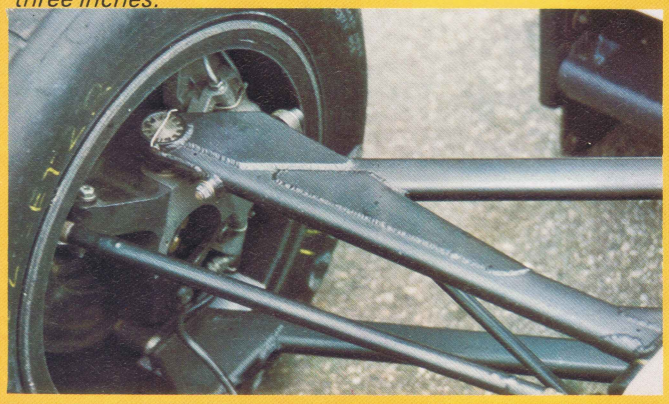


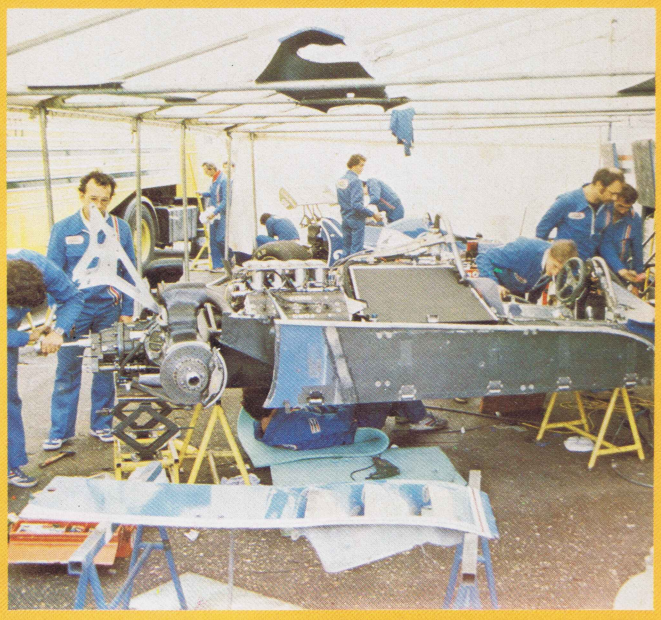
PARMALAT BRABHAM

Brabham-Ford BT 49/7 :
Nelson Piquet (BR)
Brabham-Ford BT 49/6 :
Hector Rebaque (MEX)
Brabham-Ford BT 49/3 :
spare.

The Brabhams taken to Zandvoort were considerably modified. New front suspension lengthened the wheelbase by three inches, and new side pods were also fitted. According to Piquet, the new interior wing profiles meant that they could run less rear wing.
The system that allows the driver to check that the skirts are working properly was also fitted to Rebaque's car. Nelson Piquet had a variety of little problems up to the start of the race, and often had to drive his spare car. His race car was fitted with the Weismann gearbox on Saturday afternoon. Nelson drove the spare car during Sunday morning's warm-up which caused a certain amount of worry because he still hadn't tested his car with full tanks. Piquet noticed that the front anti-roll bar was broken, and the Brabham mechanics did a very quick change to replace it. Nelson's race was faultless. Rebaque was stopped by his Weismann gearbox on the first lap. The team hoped for better following the gearbox's first finish in Austria. However, the team expects to continue using the Weismann box because there's a lot to gain, 1.5 seconds per lap according to Gordon Murray.

new front suspension which lengthens the chassis by three inches.





nothing secret within the side pods this time.

LIGIER GITANES

Ligier-Ford JS 11/15-03 :
Jacques Laffite (F)
Ligier-Ford JS 11/15-04 :
Didier Pironi (F)
Ligier-Ford JS 11/15-01 :
spare.

There were no major modifications to the Ligiers which came to Zandvoort in two different aerodynamic set-ups. Laffite had side pod wing profiles similar to those used at Kyalami — intended for higher straight line speed — which appeared to be satisfactory. Pironi, on the other hand, had Zeltweg type side pod wings which were almost a second slower.
Gerard Ducarouge sent for similar side pods to Jacques' which were rushed in by plane. Didier had them on Saturday, and set similar times to his teammate's. But the track was slower than it had been the previous afternoon, which resulted in a poor grid position for Pironi. The lack of traction in slow corners of which the drivers complained was finally attributed to a mechanical problem.
Pironi's race was shortlived. His car was transformed, as proved by his fastest lap. He was hit by De Angelis, whose car was out of control. It was the end of the race for both of them. Laffite found himself in the lead after Jones stopped, but had to give way to Piquet because of excessive understeer. He could do nothing about Arnoux for the same reason, when his compatriot came up and pinched second place off him within sight of the chequered flag.

RENAULT ELF

Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 25 :
René Arnoux (F)
Renault RE 22 :
spare.

Both Renaults suffered brake problems, although it didn't stop them from monopolising the front row of the grid.
Jabouille also suffered porpoising throughout practice. They tried everything to cure it but in vain. Worse still, in trying to eliminate the porpoising, adjustments merely served to increase understeer. Arnoux, on the other hand, found a reasonable compromise and took pole position.
Jabouille was still battling with porpoising on Sunday morning, and wasn't very optimistic about the race. *« In some places the monocoque is thumping the ground. If I carry on like that, I'll break everything. »* They worked on the car right up to the start of the race, and Jabouille felt that the car was much better during the opening laps. Unfortunately, Jabouille hit the skirt that came off Jones's Williams which caused oversteer and three pit stops. When third gear disappeared, he decided to call it a day.
Arnoux held back during the opening laps of the race in order to save his brakes, but charged up to second place in great style.
The team is still suffering from the valve spring problem. Arnoux and Jabouille are restricted to 10,500 revs instead of 10,800.

ESSEX LOTUS

Lotus-Ford 81/1 :
Mario Andretti (USA)
Lotus-Ford 81/3 :
Elio De Angelis (I)
Lotus-Ford 81/B4 :
Nigel Mansell (GB)
Lotus-Ford 81/2 :
spare.

The side pods fitted to Mario Andretti's car in Austria were fitted to the other cars for Zandvoort. On Friday, Andretti had to do a series of back-to-back tests with various combinations of springs fitted to his race car and the spare and with different side pods.
De Angelis was delayed during the morning by an oil leak, before having his usual excursion in the afternoon caused by a mechanical breakage. The same thing happened the next day. A breakage of the wheel fixings on the right rear upright were held responsible.
Andretti qualified very well just in front of De Angelis, but complained of lack of straight line speed.
De Angelis was troubled by porpoising on the straight and in fast corners. On Sunday morning, his car was set up similarly to Andretti's (same side pods) and it seemed to improve. Mansell had his troubles when the lower left rear wishbone broke away from its mounting. He qualified with the T car.
Andretti did really well during the race, and then had his efforts come to naught because of a silly mistake : the car ran out of fuel.
De Angelis was soon out, having made contact with Patrese and then taking off Pironi. Mansell lost his brakes and went off the road.

FERRARI SPA

Ferrari 312 T5/046 :
Jody Scheckter (ZA)
Ferrari 312 T5/048 :
Gilles Villeneuve (CDN)
Ferrari 312 T5/045 :
spare.

Ferrari brought three scarcely modified cars to Holland, although there was a small deflector on the gearbox radiator. The Italian team had its best result of the European season during practice. Gilles Villeneuve, however, was still complaining, because like any good racing driver, he prefers to fight for pole position. But he appreciated that the new Michelins were better suited to his car.

Both Ferraris were at the front end of the grid, which is a lot better than the tail end to which they have recently seemed committed.

Mauro Forghieri was happier too, although he was annoyed that he couldn't use the practice tyres during the race. But the tyres still hadn't proved themselves capable of lasting a race distance. So Gilles chose some softer tyres for the race and they did him proud for the first few laps, after which he had to stop and change them.

The turbo-engined Ferrari 126C will make its debut at Imola, although there will be only one model, because only research and development engines have been built so far.

SAUDIA LEYLAND WILLIAMS

Williams-Ford FW 07/09
Alan Jones (AUS)
Williams-Ford FW 07/08
Carlos Reutemann (RA)
Williams-Ford FW 07/05
spares.

It was a busy weekend for the Williams team. Jones used both cars on Friday afternoon after an accelerator problem, but then crashed his race car which went off at Hunzerug with a jammed throttle. The accident virtually tore off the rear suspension and badly bent the front suspension. However, the monocoque was virtually undamaged, but temporarily unuseable. A spare chassis (05) was sent over from England, it was built up on Saturday night, and was ready on Sunday morning. Reutemann's engine broke on Saturday morning, and he was unable to go out for part of the hour's qualifying session in the afternoon because the spare hadn't been built. For nearly 15 minutes of the session, there wasn't a Williams on the track because Jones had run out petrol having failed to obey a pit signal ordering him to come in. The Australian was very lucky, because almost at the same time, practice was stopped in order to retrieve Lees's Ensign, which made its own way back to the pits anyway.

MARLBORO ALFA ROMEO

Alfa-Romeo 179/06 :
Bruno Giacomelli (1)
Alfa-Romeo 179/04-7 :
Vittorio Brambilla (1)
Alfa Romeo 179/03 :
spare.

Brambilla finally returned to the world of Formula One, and was entrusted with the chassis destined to replace Patrick Depailler's car. All three cars were fitted with the lower engine. After comparative testing, Giacomelli chose the five-speed gearbox, while Brambilla chose the six-speed version.

Gearbox problems, fuel pressure and the usual exhaust system trouble cut short Giacomelli's practice. But generally speaking, the Alfa team showed that it had progressed with the cars. Giacomelli proved that during the race when he quickly caught the men at the front. When he was trying to take Laffite for second place, he spun and damaged a skirt which finally caused his retirement.

Brambilla tried to pass Lees at the back of the field, and the two of them went off, the cars slightly damaged but out of the race.

MARLBORO MCLAREN

McLaren-Ford M 30/1 :
Alain Prost (F)
McLaren-Ford M 29/3 :
John Watson (GB)
McLaren-Ford M 29/2 :
Watson's spare.
McLaren-Ford M 29/5 :
Prost's spare.

The new M 30 made its expected debut at Zandvoort. The car it self is described in our technical article, but its first appearance was stationary in the pits because of oil pressure problems. Prost was to break two engines during practice before a problem with the oil tank was discovered on Sunday morning which appeared to be the cause of all the bother. Consequently, the young Frenchman was able to finish the race, despite inferior handling and a recalcitrant fourth gear, and even score a point on the M 30's first outing.

Apart from his engine problems, Prost suffered from brakes which tended to lock, and an anti-roll bar which was rather too hard.

Watson had a nasty shock when he lost his brakes at the end of the straight on Friday morning. The car crashed heavily and Watson was taken for a check-up at the hospital because of a strained back. Fortunately, it wasn't serious. He found a problem in the side pods of his usual race car in the afternoon when he was using the spare car, but it was a mixed blessing for they were rectified and the next day he qualified superbly. He drove a tremendous race until he pitted, prefering to retire than blow his failing engine.

CANDY TYRRELL

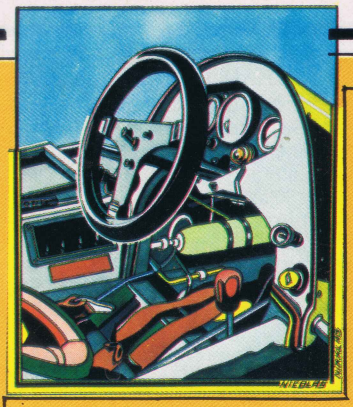
Tyrrell-Ford 010/5 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/2 :
Derek Daly (IRL)
Tyrrell-Ford 010/1 :
spare.

Even though they're stiffer than they were, the Tyrrells are still not competitive. They still lack downforce which scarcely gives rise to hopes in the circumstances, especially when the circuit is ideally suited to wing-cars. Jarier suffered throughout the weekend with understeer which he was unable to sort out. Daly started his weekend with a high speed spin during which he aggravated neck trouble he'd had since driving a misfiring car during private testing at Donington.

But that was nothing to what happened to him during the race. The right front brake disc overheated quickly and then broke, snapping the front suspension in the braking area for Tarzan. The Tyrrell left the track at more than 120 mph, hit the tyres protecting the guardrail, flew up in the air before falling back on the wheels that still remained. Fortunately, Daly was was scarcely injured, requiring only a few stitches in his left leg.

Jarier, still suffering from understeer, drove a consistent race which allowed him to pick up a couple of unexpected points.

In the cockpits



UNIPART ENSIGN

Ensign-Ford 180/14 :
Jan Lammers (NL)
Ensign-Ford 180/12 :
Geoff Lees (GB)

New skirts, wings, a reinforced chassis at the front and beneath the chassis, plus new side pods were features of a lot of development done by the Ensign team. Lammers used the version with the elongated gearbox enclosure. But it seemed unfair that the team, struggling with one car, should decide to enter two at their driver's home Grand Prix. And it was poor Jan who was left on the side-lines and didn't qualify, partially because a gear-changing problem.

Lees was driving an Ensign for the first time and reckoned that it lacked traction, but that its straight line speed was good as was its road holding in fast corners.

His race ended prematurely when Brambilla tried to get past into the new chicane, and collected the Englishman.

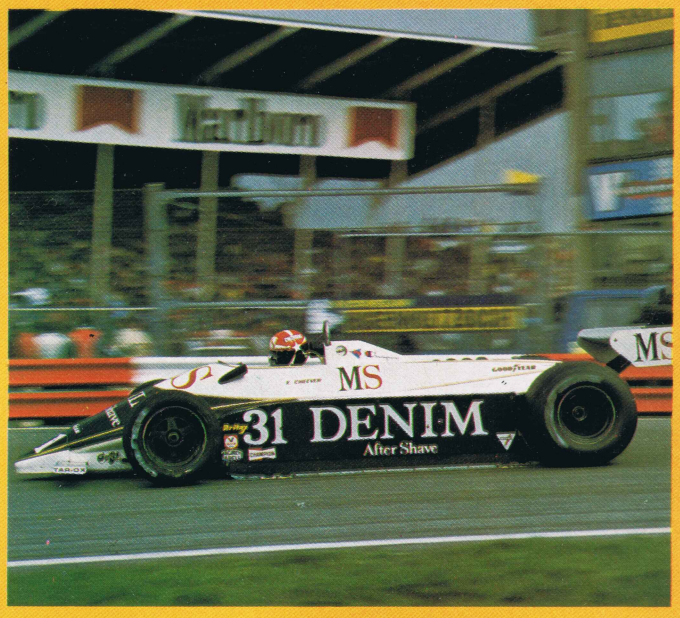
DENIM OSELLA

Osella-Ford A1/1 :
Eddie Cheever (USA)
Osella-Ford A 1/2 :
spare.

The Osella team is working too hard on its new car to modify the old, present machine. The latest example should appear before Imola. Its main characteristic will be a narrower and lighter chassis.

Cheever was stopped on Friday when the left driveshaft broke. He was happy with the car's handling the next day, and Goodyear pleased him by giving him more tyres than usual.

Enzo Osella was satisfied with the car's performance during the race, for it went well until part of the injection system broke heralding retirement.



WARSTEINER ARROWS

Arrows-Ford A3/5 :
Riccardo Patrese (1)
Arrows-Ford A 3/4 :
Jochen Mass (D) then Mike Thackwell (NZ)
Arrows-Ford A3/2 :
spare.

The Arrows were scarcely any different in configuration in Zandvoort to Osterreichring. Jochen Mass was still suffering from his Austrian accident and had to pull out. He was replaced by young Mike Thackwell who'd come to spectate. Thackwell found it hard to get in the groove, especially in an untested car that was intended for Mass's broader frame. It was his first Formula One qualifying session and he suffered from the forces imposed by a modern Formula One wing-car. He found it very tiring, and didn't qualify, which was scarcely surprising. Mass hopes to be fit for Imola.

Patrese broke his car's engine on the Friday and qualified in the spare. He was fairly happy and hoped to do well in the race, because the car felt a lot better, particularly turning in to corners. It was certainly a lot better than it had been in Austria.

During the race, a piece of paper stuck to the oil radiator which overheated the engine and caused it to blow up. Before that, Riccardo was heading for fifth.

SKOL FITTIPALDI

Fittipaldi-Ford F8/2 :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F8/1 :
Keke Rosberg (SF)
Fittipaldi-Ford F7/1 :
spare.

The Fittipaldis had brake troubles during practice. But the more unfortunate driver was Rosberg who crashed following a suspension breakage under braking for the chicane. The chassis was irreparable, so Rosberg had to try and qualify in the old F7 the next day. That was the end of his hopes, for the uncompetitive car simply wouldn't get him round quick enough. It was very hard on the Finn, especially when driver transfers are being finalised.

Emerson suffered as much brake trouble in the race as he had in practice and that caused his retirement.

ATS WHEELS

ATS-Ford D4/05 :
Marc Surer (CH)
ATS-Ford D4/06 :
spare.

Surer had a new car to use as a spare following a bad accident in private testing at Silverstone a week earlier. Marc received a knock on the head and was fortunate it wasn't worse. The car, which Lammers had qualified on the second row at Long Beach, was destroyed.

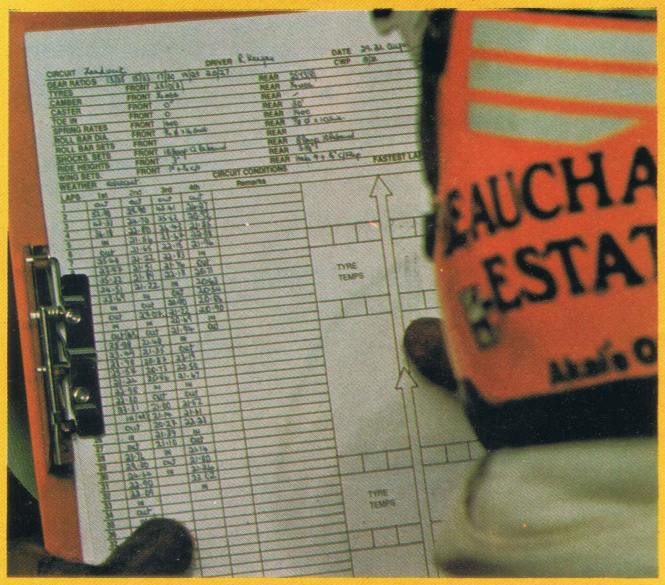
The Swiss driver was relatively happy with the various modifications carried out on the car, and which were in the right direction according to him. But the team could still be happier. Gustav Brunner, the team's talented designer, had held the record as the longest surviving staff member to suffer under the whims of patron Schmid. But that came to an end on Friday evening when he had enough and quit.

Surer spent a long time battling with Cheever's Osella and began to catch Prost when the exhaust broke which dropped him back again.

RAM MCDONALD

Williams-Ford FW 07/02
Rupert Keegan (GB)

Rupert managed to qualify in Austria, but he was back as a spectator in Holland. However his job was a lot harder at Zandvoort, for both Brambilla and Lees were new additions to the field, which made the battle to qualify at the tail end of the 24-car grid particularly hard-fought. Rupert was in the top 24 for a while, but slowly got eased out, in spite of his efforts, and those of the RAM team.



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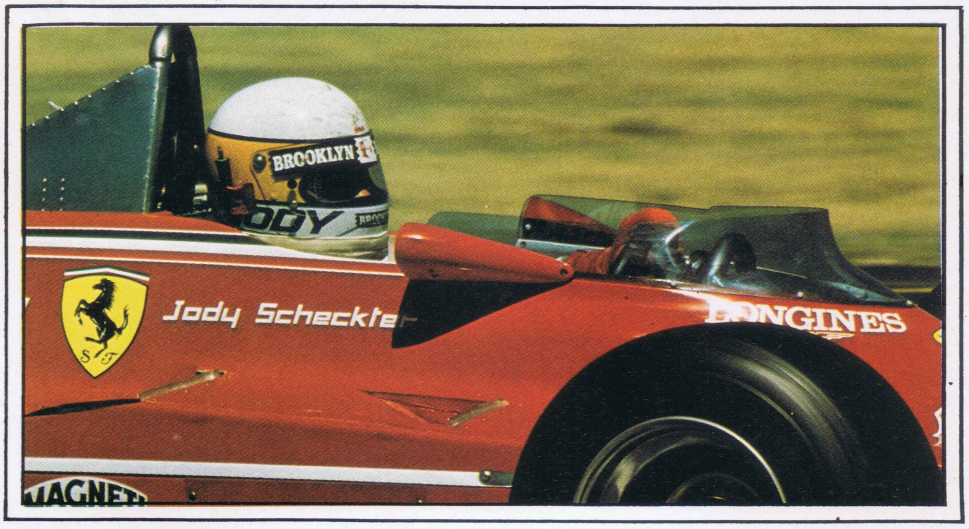
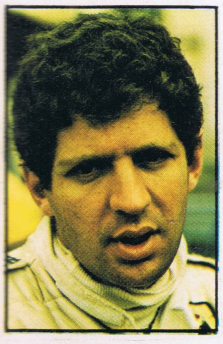


BY JODY SCHECKTER



The day I told Enzo Ferrari that I was going to retire, we chatted together for a long time. I told him, « if there's anything I can do for the team, I'll do it gladly ». And later, we got round to the subject of who would replace me in the team, and because of what I'd said earlier, I told him who I thought should fill the vacant gap. I wasn't trying to prepare for my successor like a king or head of state, not at all. I was simply trying to give him an idea of whom would be best for the team. The name I told him was Alain Prost's. I must make it clear straight away that it wasn't because I think that Prost is quicker than Jacques Laffite or Didier Pironi, or whoever. That's not the point.

In fact the choice of a driver is more a question of circumstances. You can't say from one day to another, so-and-so's the fastest driver in the world, I want to sign him. You have to look at the team as a whole and select a driver who fits in with the people who are already working there.

Now I know what things are like in the Ferrari team, and the choice seemed obvious to me.

Ferrari's situation is well-defined. It's simply a matter of chosing a driver who is the most suitable and fulfils the demands of that situation.

Gilles Villeneuve is going to stay with Ferrari next year, that's been clear for a long time. So that's one advantage for the team. Personally, I think Gilles is the fastest driver around the circuits today. Furthermore, he has three seasons of experience, he's done a tremendous amount of testing, and he's done 45 Grands Prix. He knows his job, and in my opinion, he has the best chance of all drivers of winning the World Championship.

What sort of driver is the ideal person to help Ferrari win the World Championship next year ? It's hard to define. Do you take a tremendously experienced driver like Andretti ? Or an aggressive young charger and prepare him for the future ? Or do you try and sign an estasblished, quick driver like Laffite or Pironi ?

In fact Ferrari's new driver has to fulfil two requirements. If, for one reason or another, Gilles becomes too aggressive and crashes a lot, his teammate must be capable of becoming World Champion himself, so he's got to be quick and consistent. Secondly, the new driver has to support Gilles and complement him. It's not that he has to be a number two driver, but because the two of them have to gel, they have to get on well with one another and form a real team.

I think that communication between two drivers is essential. It's an essential factor in improving a team, particularly at Ferrari where one has to talk with the mechanics and with one another.

It's one of the reasons why I think that Alain Prost would be the best choice for the Ferrari team. Alain is a sensible driver. If Gilles should break too many cars, Alain would be able to take his place in a race. He seems to be quick enough to become World Champion — although he hasn't totally proved it — and he doesn't seem to do silly things on the track.

I know Alain well from working in the GPDA. I know that when things become tough, he gets tough. He says what he feels. I've never heard him say, for example, « I can't do that because Teddy Mayer will shout at me ». It shows he has strength of character. He sees things clearly, he's practical, and he knows when he's wrong. There's nothing strange about him. It's these things that make me think that he'd get on well with Gilles. Their personalities would mix well.

Naturally, he knows my bank account number and will be recompensing me for all the nice things I'm saying about him ! ! ! No, seriously, I've talked to Alain on the subject and I told him what I thought of Ferrari. And that's complimentary, because I think that no driver could do better than join Ferrari. Ferrari doesn't necessarily win every year, but then no team is perfect. But overall, Ferrari is certainly the best team.

Of course, it depends what contract Alain has with his current employers. Because however suitable I may think he is, he may not be free to join Ferrari... and I've recently learnt, unfortunately, that this is the case.

So now I've got to rack my brains and come up with another name. I'm not going to tell you which name springs to mind, because I don't want to write another column on the subject. Even so, it's a good way to make friends, isn't it Alain ?